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Vol. CCVI, No. 2694
SEPTEMBER 29, 1951

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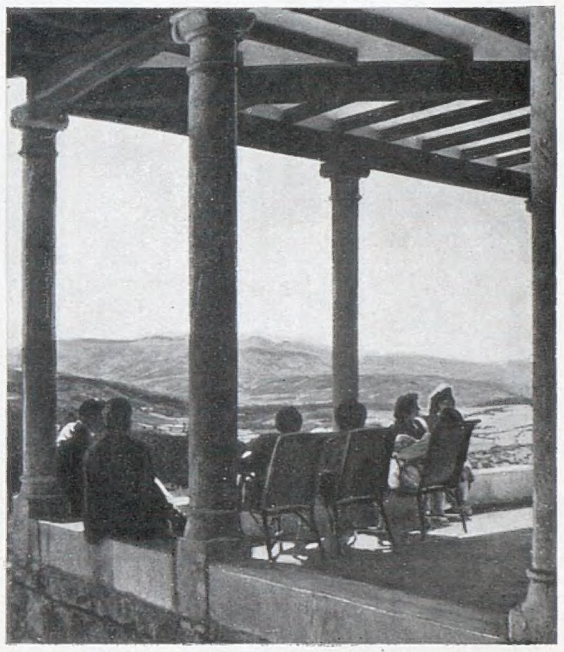

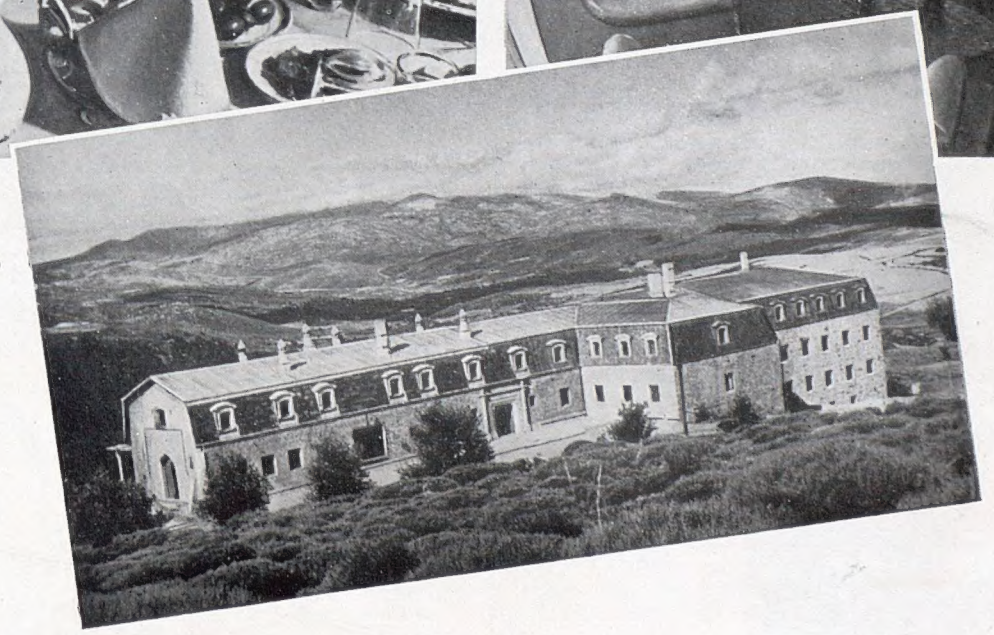

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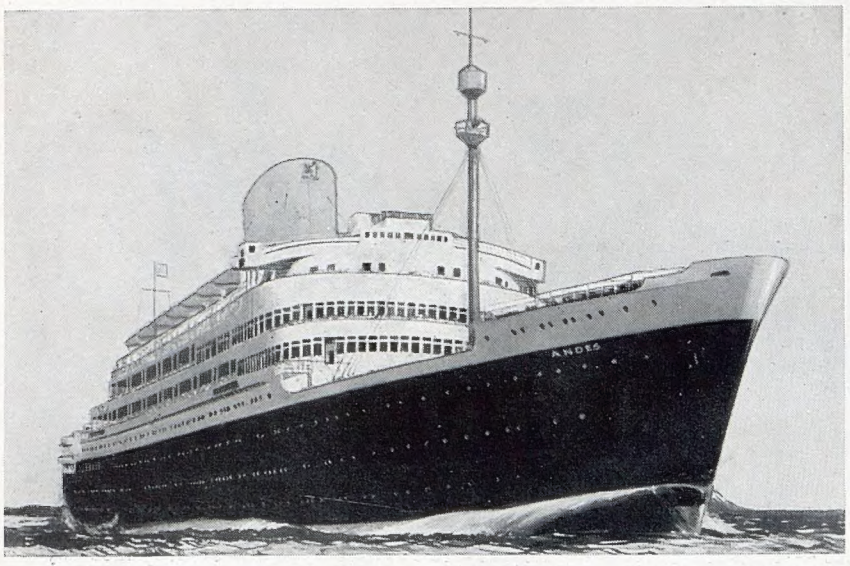

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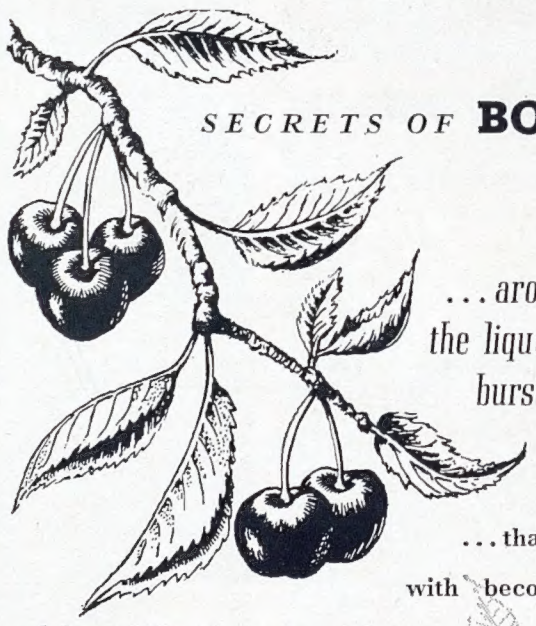

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Volume CCVI No. 2694 The SPHERE, London, September 29, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE LIVERPOOL-LONDON EXPRESS DISASTER—THE LOCOMOTIVE LYING ON ITS SIDE AFTER PLUNGING DOWN THE EMBANKMENT, AND CARRIAGES LYING WRECKED ACROSS THE PERMANENT WAY AFTER THE FIFTEEN-COACH TRAIN HAD CRASHED NEAR STOWE TUNNEL, WEEDON, NORTHANTS, WHEN TRAVELLING AT 65 M.P.H. : Fourteen people were killed and forty injured in this crash, which all but caused a disaster of even greater magnitude, the northbound Royal Scot being pulled up with only two minutes to spare and thus avoiding ploughing through the wreckage of the Liverpool-London express.

It was just after leaving the Stowe Hill tunnel that the ill-fated Liverpool-London express crashed on Friday of last week. It was at the tunnel exit that the driver noted the front bogie was loose, but, although he wrestled with the controls, all efforts to pull the train to a stop were in vain. The fireman was flung from the rocking engine, and the driver went down with it, to be buried for an hour and a half under twenty tons of coal and debris. Of the ten coaches most involved, six were badly wrecked. Some of the coaches crashed on others, and the carriages underneath were shattered. The dining-car was torn in half, and late on the evening of the crash breakdown gangs, working by the light of flares, were still searching for two of the attendants. One woman, with a five-month-old baby and two other children, had a remarkable escape. She was travelling with her back to the engine in the leading coach. Although the coach was wrecked, she and her children escaped without injury. She had crossed to Liverpool from Ireland during the previous night. There were 700 passengers on the express.

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A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

The King.—The hearts of the whole Commonwealth and of half the world are in unity in strong sympathy with the King in his affliction. On September 21 the public learned that he had agreed to undergo an operation from which his doctors hope to ascertain the precise cause and extent of the trouble in his lungs. The King is left, we may be sure, in uncertainty as to the length of treatment necessary for him before he can resume his full programme of activities. All sense suggests that when he is well again that programme should never again be so heavy as in past years. We grieve for him because he is a man with a sense of duty and service which compels him to pull more than his weight, a man faced with very heavy and unusually important functions which he is most anxious to carry out. He is left to carry on with a note of interrogation against most of his big fixtures between now and the spring. We sympathise with him as, in the past, more than once, we sympathised with his father and his grandfather in their illnesses, borne with so much patience and fortitude and physical courage, in which qualities their House has always been pre-eminent, and which has proved the best patrons the medical profession ever knew. And we grieve for the Queen, who last summer was doing the work of almost all the Royal Family for several weeks, always smiling, always serene, always gracious and outwardly happy.

The Mixture as Before.—It takes about a week to get back into routine after a holiday. To clear one's desk of accumulations and re-embrace the trivial round, the common tasks, of most of the year. And, having done that, I find very little that is new. The newspapers of late September read very much like those of early August. Unofficial strikes abound, the cost of living rises still on the spiral of higher wages, Korea and Abadan still hang in the air, we grouse about the nationalised industries and Party politics are bawled from the platforms. A. P. Herbert "writes to the Press about it" most days. The columnist is as impertinent and uninformed as ever, and only the sporting journalist has changed his tune—football has succeeded cricket. Mr. Attlee, they say (and with truth) is a remarkable man. Any man who can hold down the Premiership for six years must be abnormally tough or physically a superman. They say that Mr. Attlee can shuffle off his worries as a duck shakes off water. He is a first-class chairman of committees and when the board meeting is over and any hecklers silenced, he goes to luncheon very serene and comfortable. He needs these blessings. If he found the world and England in a jam in 1945, that jam is fermented now. And Mr. Attlee, like Dr. Jekyll, is "quite at ease." Well, he 's lucky, *pro tem*. But Dr. Jekyll was less easy in the last chapters.

The Citizen and the Election.—Already the issue is joined, the prospective candidates listed, the constituency maps issued for hanging up. It used to be said that a General Election kills public interest in all other topics, from ruining the prospects of new books, plays, etc., up to more important matters. As I have just published a new book, I hope it may not prove quite so absorbing—I fancy there will still exist, at any rate, an obstinate minority which will remain more absorbed in League football, dogs, films and other circuses. And (as I have ventured to suggest) the thrills of this election dog-fight can hardly win the traditional interest, since all parties have firmly nailed exactly the same planks on their platforms. No party dares to leave a single one out. No party has offered a single new basic plank. We must rearm, we must go all out for peace, we must regain unity, maintain social services and security, full employment, housing and health; we must fight the rise in living costs, avoid inflation, balance our budget, regain our prestige. It is not therefore an issue as controversial as protection or Home Rule or Lords *v.* Commons. Nevertheless, it is a vital issue, and the citizen must treat it as an issue of life and death. For this old country of ours, if it is to survive the storms ahead, must give a clear mandate to a strong and stable Government to take firm action, and even risks, to regain what we have lost in the past six years, spiritually, materially, internationally and nationally.

THE NORTH ATLANTIC COUNCIL MEETING IN OTTAWA: A general view of the Chamber, showing the assembled delegates and the thronged galleries. At the head of the table is the Chairman, M. Van Zeeland, the Belgian Foreign Minister. One of the first big problems discussed by the meeting was that of striking a balance between the requirements of rearmament and of economic stability. One of the most important pronouncements made at Ottawa was that by Mr. Herbert Morrison, Britain's Foreign Secretary, who suggested in a broadcast that the North Atlantic Treaty nations might follow the path that had been charted by the British Commonwealth Colombo plan for South-East Asia. In this far-seeing and imaginative plan, he said, Britain and the other participating nations had come together in a great co-operative scheme for raising standards of living among 550,000,000 people of South-East Asia.

THE DELEGATES OF THE UNITED KINGDOM: Mr. Herbert Morrison, the Foreign Secretary, and Mr. Gaitskell, the Chancellor of the Exchequer, seen together at the Ottawa meeting of the North Atlantic Council. It was while at Ottawa that Mr. Morrison first heard the Election news.

The Dalton Voice.—Mr. Dalton's father, Canon of Windsor and ex-governor of King George V in boyhood, had a famous booming voice. He provided a dramatic thrill when he read the lesson in St. George's and, it is said, was at his best in the story of Jezebel. He used his fine voice for pronouncements off the record less often than does his son. How many of Mr. Attlee's lieutenants must embarrass him by their utterances on platforms. I am not clear when the theory was concreted in our politics that a Minister is expected to warn, advise and pronounce in and out of Parliament on his own and other subjects from the first days of his promotion to office. It is a curious theory. One would suppose that a Minister would be busy enough first learning the rudiments of his departmental work, then administering it and improving it, and finally being responsible for it in the House. But that is not enough for some of Mr. Attlee's colleagues. No subject is beyond their range, no political wisdom restrains their urge to advise, and apparently no idea of co-operation with their colleagues prevents them from upsetting a colleague's apple-cart in their juggernaut course of loquacity. That loquacity may have its effect on October 25.

Dr. Barnes is Right.—Dr. Barnes at Birmingham last week was on the side of Malthus. He spoke of growing populations outrunning food supplies. In the Far East the increase is appalling. Even in our Midlands it is serious. It is a foreign invasion; alien blood is diluting our stock, and the growing population lacks houses, religion, discipline and patriotism. It can't help the first and can't be expected to indulge the last. We lay up trouble for ourselves. America is polyglot and that fact causes headaches to Governments and police. We might take warning. The crime wave in England is a pointer. In 1907 when our population was little more than 30,000,000, we harboured only 250,000 aliens, mostly Russians and Poles. We were extraordinarily homogeneous and that made for order. We are on the 50,000,000 mark now and I wonder to what extent the ratio of alien blood has increased. How many persons of alien blood now reside in Britain? I suppose the Census can tell us. There are areas of rural England and Scotland in which every other wayfarer appears to speak with a foreign accent if he can understand a question in English.

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s.; Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number).

Shades of Claremont.—When 50 acres of the Claremont Estate—the woods—were dedicated to the public use the other day under local management and the National Trust, the report of the proceedings was lacking in historical interest. Claremont must have been for nearly 200 years about as snug and charming and self-contained a country place within reach of London as ever existed. And scores of historical characters have enjoyed its amenities. Vanbrugh built the first house. Newcastle lived in it. Then Clive bought it and rebuilt the house as we see it. It is a girls' school now. Various owners succeeded, including Charles Rose Ellis, afterwards Lord Seaford, who married "Kiss me" Hardy's widow. Forty years after Clive's death, in 1816, Prince Leopold bought it and there Princess Charlotte was doctored to death, and the Hanoverian succession was altered and settled in Victoria, who spent there the happiest days of her childhood. In 1848 Louis Philippe came as a refugee to Claremont and died there two years later. There, too, soon after, died the Duchesse de Nemours. In 1866 Queen Amélie died there also. Then came the Duchess of Albany. Quite a number of the men and women who lived there are buried in the nearby parishes of Esher and Ditton. Their shades are very prevalent in the shade of those woods now dedicated to the public. Will the public respect those shades or cumber them with greasy paper and broken bottles and scarred tree-trunks? I don't know. I believe that a framed account of the people who lived and died there, displayed here and there in those woods, might help the general public to a sense of respect for its heritage and to some foundation of knowledge of English history. Litter baskets and public conveniences are all very well, but a sense of the past and historical pride can do more for decency. I am as anxious that the shades of Claremont shall not be polluted as was Lady Catherine for the "shades of Pemberley."

THE OLD STAGER

THE KING INSPECTING CANADIAN AIR CADETS : His Majesty talking to Flight-Sergeant Lionel Parker, of Vancouver, during an inspection in the Castle grounds at Balmoral shortly before his departure for London to undergo a lung operation at the Palace.

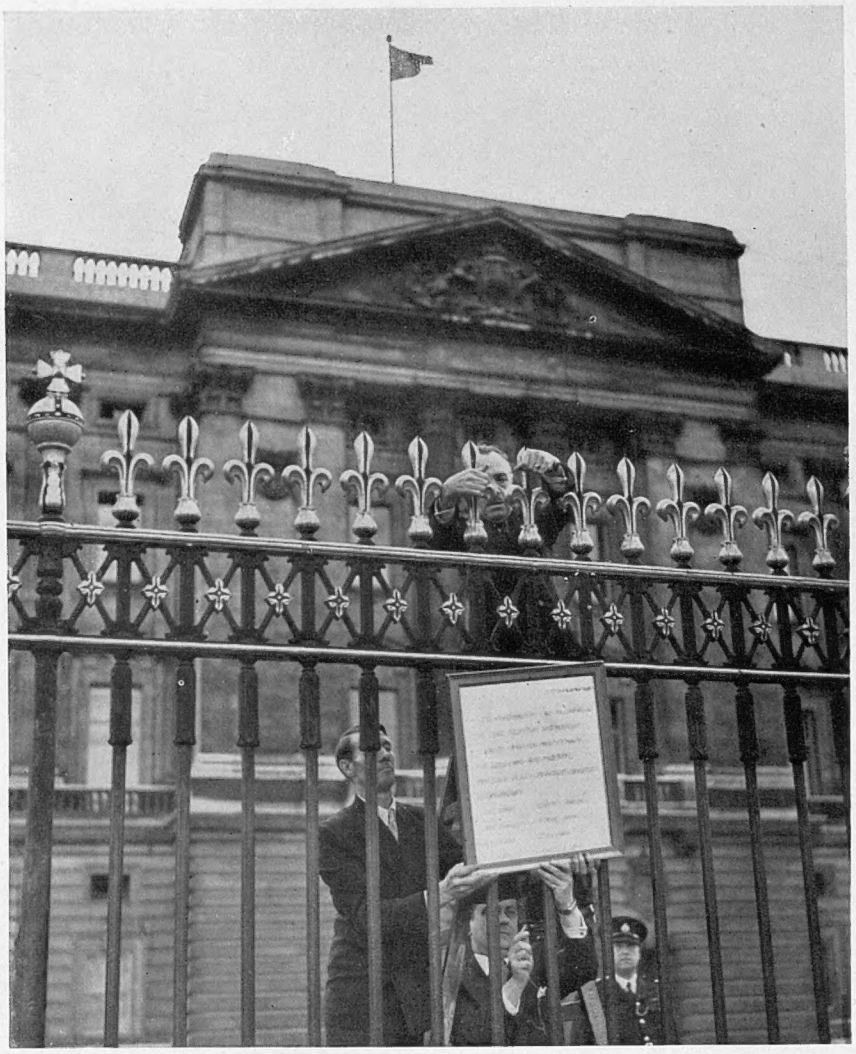
THE KING'S ILLNESS

HIS MAJESTY'S RETURN TO LONDON FOR A LUNG OPERATION

The Curtailment of the Royal Holiday at Balmoral on the Advice of His Doctors

On September 8 the King arrived in London by train from Scotland and five-and-a-half hours later he was on his way back to Balmoral, having spent an hour-and-a-half in the consulting rooms of his radiologist. There was no immediate statement from the King's medical advisers, but as a result of the Wimpole Street examination his Majesty returned to London a week later and it was generally realised that his condition was much more serious than the public had imagined. Last Sunday morning the King was operated on at Buckingham Palace, the operation being described as lung resection, and eight doctors signed the first bulletin declaring that his Majesty's post-operative condition was satisfactory. The bulletin stated, however, that anxiety must remain for some days. Last Sunday prayers for the King's recovery were said in all the churches, and crowds waited outside the Palace throughout the day. (*See* following pages.)

THE KING RETURNS TO LONDON TO UNDERGO AN OPERATION A WEEK AFTER HE HAD INTERRUPTED HIS BALMORAL HOLIDAY BY PAYING A VISIT TO A LONDON RADIOLOGIST : *Left*—The King at London Airport on his arrival from Scotland. *Right*—Waving to the crowds as his car entered the gates of Buckingham Palace. The flight from Scotland was made in bad weather, but the Viking aircraft of the King's Flight completed the journey from Dyce Airport, Aberdeenshire, without difficulty. In command of the Viking was Air Commodore Fielden, Captain of the King's Flight.



THE FIRST BULLETIN IS POSTED ON THE RAILINGS OF BUCKINGHAM PALACE: Palace officials placing in position the gilded frame with lettering in black crayon 1½ ins. high, so that it could be read by members of the public. The bulletin stated: "The King underwent an operation for lung resection this morning. Whilst anxiety must remain for some days, his Majesty's immediate post-operative condition is satisfactory." There were in all eight signatories.

THE MAN WHO OPERATED ON THE KING: Mr. Clement Price Thomas, one of Britain's foremost chest surgeons. He was born at Abercarn, Monmouthshire, and as a young man won scholarships which enabled him to study medicine. He lives in St. John's Wood and is married and has two sons. The operation known as lung resection means that whole or part of a lung has to be removed. Artificial respiration has to be kept up throughout the operation. The surgeon removes a rib—usually the fifth or sixth—inspects the lung and then decides whether he can with safety proceed. In the King's case the surgeon did proceed.

THE KING'S ILLNESS

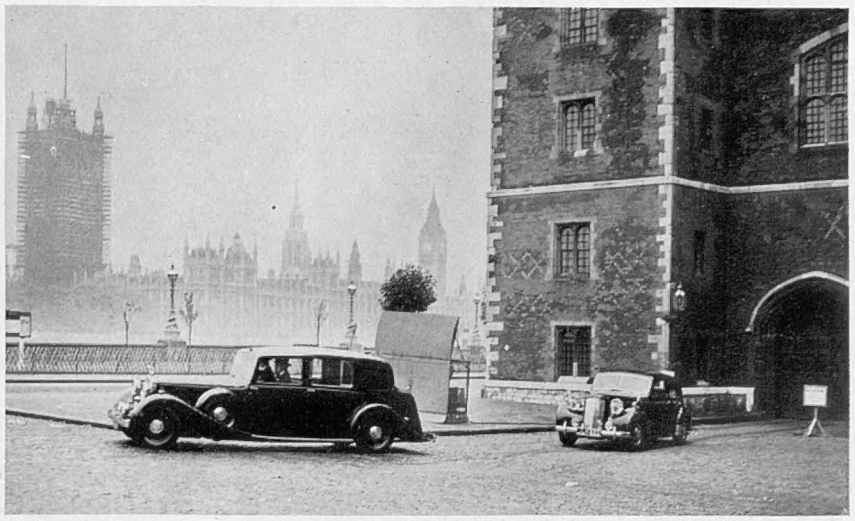
THE CROWDS GATHER AT BUCKINGHAM PALACE AND AWAIT THE FIRST BULLETIN

The Return of the Royal Family from Balmoral and Other Aspects of a Week-end of Anxiety

CROWDS AT THE PALACE: The filed past the bulletin board. This second bulleti[n] state[d]

A SUNDAY OF DEEP ANXIETY—PART OF THE GREAT CROWD WHICH GATHERED OUTSIDE THE PALACE WAITING FOR THE FIRST BULLETIN TO BE ISSUED: Mr. Price Thomas performed the operation in the morning, but it was not until 4.30 in the afternoon that the first bulletin was issued to the Press. At five o'clock it was posted on the Palace railings, and the crowd, by then 4,000 strong, surged forward to read it. Many people waited quietly hour by hour in the vicinity of the Palace.

eue was marshalled by the police, and throughout last Sunday evening the people steadily ere was a second bulletin during the evening, but this was not posted on the railings. at "the King's condition continues to be as satisfactory as can be expected."



MEMBERS OF THE ROYAL FAMILY LEAVING LAMBETH PALACE AFTER ATTENDING A SERVICE IN THE CHAPEL LAST SUNDAY MORNING: In the first car were the Queen and Princess Margaret, and in the second car were Princess Elizabeth and the Duke of Edinburgh. The Queen and Princess Margaret were away from the Palace for thirty-five minutes. The service was conducted by the Primate.

PRINCESS ELIZABETH DRIVES FROM CLARENCE HOUSE TO BUCKINGHAM PALACE TO BE WITH THE KING ON THE AFTERNOON BEFORE THE OPERATION: In the evening the Princess, accompanied by the Duke of Edinburgh, kept her engagement at the Warner Theatre for the first showing of the film *The Lady With a Lamp*. As the star performers in the film were being presented to Princess Elizabeth, she received many messages of sympathy for the King. To one inquirer she said, "Yes, this is a worrying time." Owing to the King's operation the Princess's departure for Canada was delayed, and it was arranged that she should make the journey by air instead of by ship.

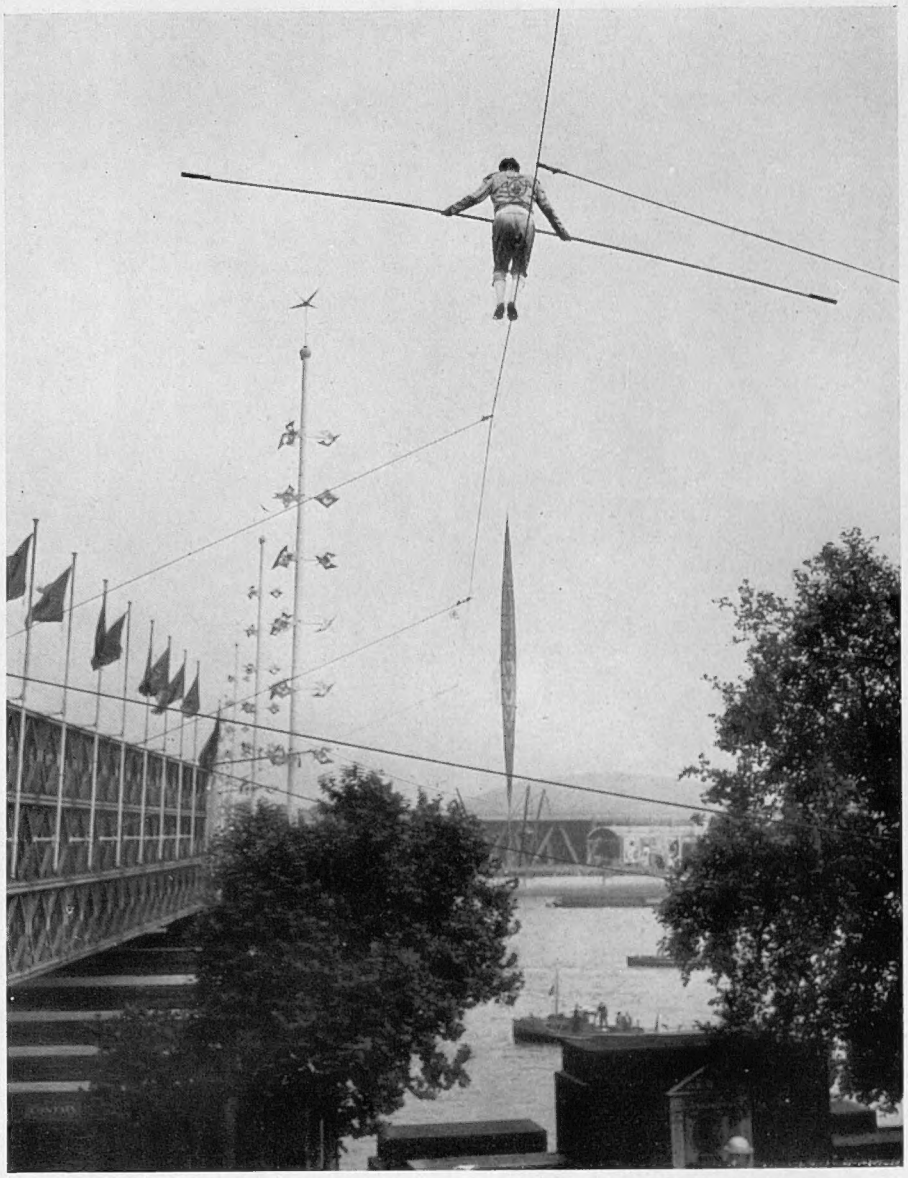
MEMBERS OF THE ROYAL FAMILY RETURN BY AIR FROM BALMORAL: The Queen, Princess Elizabeth and the Duke of Edinburgh being welcomed on arrival at London Airport on September 18. They had boarded the Viking aircraft of the King's Flight at Dyce Airport, Aberdeenshire. The only members of the Royal Family who remained behind at Balmoral were Prince Charles and Princess Anne.

QUEEN MARY PAYS A VISIT TO BUCKINGHAM PALACE ON THE AFTERNOON BEFORE THE KING'S OPERATION: The King expressed a wish to talk with all the members of his family. During last week-end the Duke of Gloucester and the Princess Royal both made special journeys to London, and they both joined Queen Mary at Marlborough House. The Duke of Windsor was also in London.

A MODERN BLONDIN WALKS ABOVE THE THAMES

A BRILLIANT TIGHT-ROPE FEAT IN THE PRESENCE OF VAST CROWDS DURING THE FINAL DAYS OF THE SOUTH BANK EXHIBITION

HIGH ABOVE THE WATER, M. CHARLES ELLEANO GRIPS HIS LONG POLE AS HE WALKS A TIGHT-ROPE ACROSS THE THAMES : M. Elleano, who is forty-two, is a professional tight-rope walker. His walk north to south across the 1,050-ft.-long wire over the river last Saturday took twenty-five minutes.



THE BEGINNING OF THE FRENCHMAN'S 400-YARD WALK TO THE SOUTH BANK EXHIBITION : The Skylon and the Dome of Discovery in the background were his target. His road was a wire ⅝ in. thick and 1,050 ft. long. At one point on the crossing M. Elleano was obscured by smoke from a tug.

WITH HIS FOOT ON ONE OF THE GUYS, M. ELLEANO HALTS TO ALLOW THE SWAYING WIRE TO SETTLE : This enterprising Frenchman is reported to be a non-swimmer. Nevertheless, he has crossed other rivers in this risky fashion and hopes in the near future to walk a tight-rope across Niagara.

M. Charles Elleano, forty-two-year-old Frenchman, belongs to a family who have walked tight-ropes for generations. Last Saturday the record crowds who attended the South Bank Exhibition, only a week before its closing, and many thousands more on the north bank of the river, watched him walk nearly 400 yards along a cable stretched above the river. Several times during his precarious journey M. Elleano swayed and sank to one knee, but using his long balancing pole to advantage, he regained his footing each time. When only 50 yards from his goal he took ten steps backward and sat on the cable to shout instructions to assistants attending to the guy-ropes. Then he went forward again, uphill to a height of 50 ft. near the Skylon. He slid down a rope and was welcomed on the Exhibition site by his wife and children. M. Elleano, who is not a swimmer, took twenty-five minutes to complete the crossing. He has already crossed the Rhine by tight-rope and hopes soon to cross Niagara in the same way, repeating the feat which made Blondin, another Frenchman, famous in the year 1859.

THOUSANDS OF VISITORS TO THE EXHIBITION WATCH M. ELLEANO TAKE THE LAST FEW STEPS OF HIS PRECARIOUS JOURNEY : They were some of the 158,365 people who visited the Exhibition last Saturday, making a new attendance record. The previous record, established just a week before, was 133,764.

"THEY'RE OFF . . ."

THE BATTLE OF THE HUSTINGS 1951

The Leading Protagonists in the Coming General Election

WINSTON SPENCER CHURCHILL POSES FOR THE PRESS AT CHARTWELL MANOR, WESTERHAM, ON THE EVE OF HIS PARTY'S ELECTION BATTLE: The Leader of the Opposition seen in fighting mood as he prepared for the campaign. Mr. Churchill will again contest the Woodford Division, where in 1950 he had a majority of 18,499. The Conservative Party which he leads is putting into the field nearly 600 candidates.

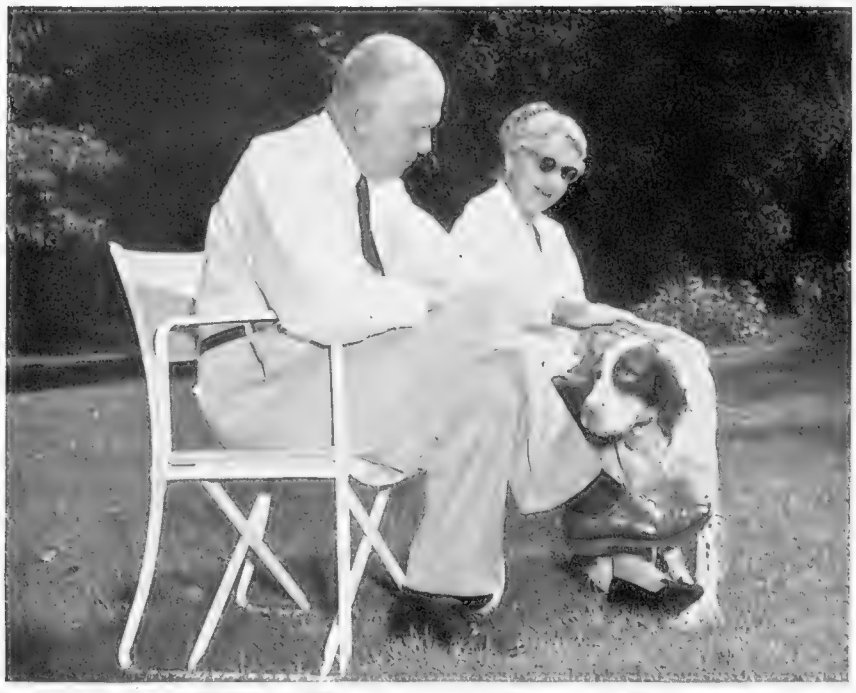
MR. CLEMENT ATTLEE, CONTINUOUSLY IN OFFICE, FIRST AS DEPUTY PRIME MINISTER AND IN TWO POST-WAR ADMINISTRATIONS AS PRIME MINISTER, FOR OVER TEN YEARS: Mr. Attlee made the General Election decision personally, and he came to the microphone in person to tell the nation that polling day would be October 25. Mr. Attlee's decision about the date of the Dissolution of Parliament took his colleagues by surprise.

THE LEADER OF THE PARLIAMENTARY LIBERAL PARTY: Mr. Clement Davies at his desk at the Liberal Party headquarters in London. When the election was announced Mr. Davies was on the point of departure for Hamburg, but he cancelled the trip. The Liberals contest 174 seats this time.

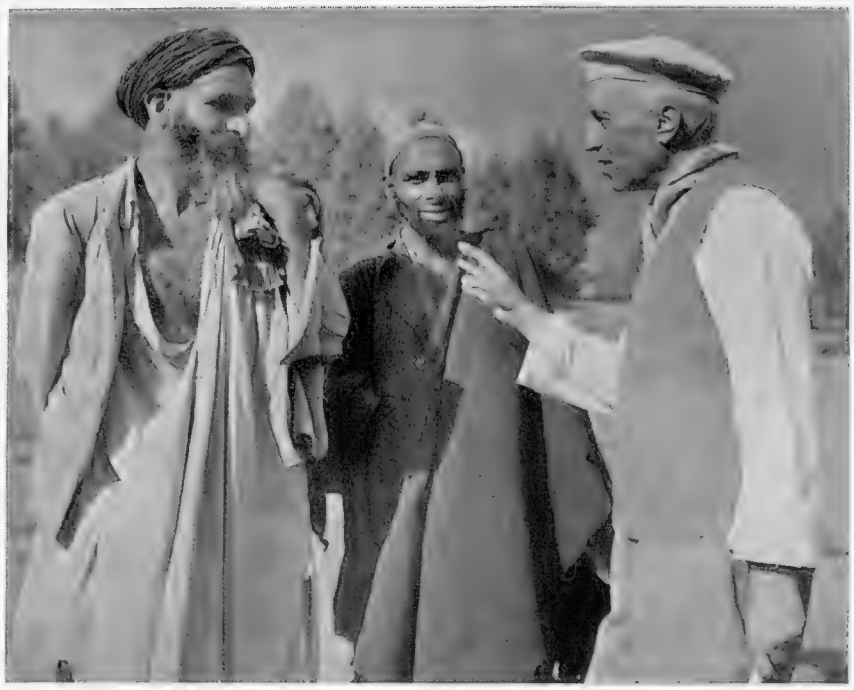
Last week, with dramatic suddenness, rumour turned to certainty when Mr. Attlee announced the date of the Dissolution of Parliament and of the General Election. The Party organisations immediately got into high gear, Stock Exchange prices soared in anticipation of a change of Government, and M.P.s, some still on holiday, began to converge on their constituencies. From all parties came the usual statements confident of victory, and from the newspapers came the usual poll forecasts which, politicians and laymen alike, have learnt to accept without undue elation or despondency. The general reaction to the news was that the General Election decision was "wise and right." It promised the end of uncertainty, and the end of a Parliament which, because of the narrowness of the Labour majority, had been a strain upon all.

THE AMMUNITION BEGINS TO PILE UP: Workers at the Conservative Party headquarters dealing with pamphlets which were all ready for distribution to the constituencies well before the date of the election was decided.

THE PRIME MINISTER SETS OUT, WITH MRS. ATTLEE AT THE WHEEL, ON THE FIRST MISSION CONNECTED WITH THE COMING ELECTORAL BATTLE: *Left*—The crowd gathered in Downing Street as the Prime Minister started his journey to North Berwick, where he was due to speak at the Scottish Labour Party Conference. *Right*—Mr. and Mrs. Attlee in their car. Owing to the King's illness Mr. Attlee hurried back from the Conference by air.



1. RELAXATION AFTER RESIGNATION : General and Mrs. George Marshall on the lawn of their country home in Leesburg, Virginia.



2. THE HINT OF RESIGNATION : Mr. Nehru talking to a Kashmiri tribesman during his recent visit, when he adumbrated his retirement.

3. AUSTRALIA'S NEW HIGH COMMISSIONER IN LONDON : Group Captain Thomas White.

4. NEW ZEALAND'S NEW HIGH COMMISSIONER IN LONDON : Mr. Doidge, who succeeds Mr. Jordan.

5. BENEATH THE BANNER OF NEO-FASCISM : Signor Viciani, Provincial Secretary, handing a banner to a supporter

6. MRS. MACLEAN RETURNS TO LONDON : With eight-year-old Fergus and the three-month-old Melinda.

7. TWO ROCKEFELLERS AT PLYMOUTH : Mr. and Mrs. David Rockefeller after landing from *La Liberté*.

PERSONALITIES

SOME NOTABILITIES IN THE WORLD'S HEADLINES IN RECENT DAYS

1. Good-bye to General of the Army George C. Marshall.—When last September General Marshall accepted the post of Secretary of Defence it was only because he realised that someone was needed at the Pentagon who would be above the controversy that was raging at the time—raging between the fighting Services and around the name of Mr. Johnston. General Marshall did not quite succeed in keeping above the controversy, but his was a fine effort, and now, with the Japanese Peace Treaty signed, he departs from the scene of great affairs to enjoy the relaxation to which his record of service entitles him. There is for President Truman and his colleagues—indeed for all his compatriots—the comforting thought that the General would answer the call if his services were again urgently needed. General Marshall was born at Unionstown, Pennsylvania, on December 31, 1880, and he entered the Army in 1902 after graduating in 1901 from the Virginia Military Institute. He was a captain when the United States entered the First World War in 1917, but it was not until 1936 that he became a Brigadier-General. In April 1939, President Roosevelt appointed Marshall Chief of Staff of the United States Army—a post he held until 1945. Marshall attracted world attention by his speech at Harvard in 1947, in which he outlined what came to be known as the Marshall Plan for extending U.S. economic and financial assistance to the war-stricken countries. Mr. Lovett, General Marshall's successor, has worked with the General for many years, both in the State Department and at the Pentagon.

2. The Indian Premier.—Pandit Jawarharlal Nehru, who has been Prime Minister of India since the handing over of power in 1947, told a public meeting in India recently that he was thinking of working from "outside and without responsibility" after the general elections, which begin at the end of this year. He told the meeting that his reference was not concerned exclusively with the Congress Presidency and that he was referring also to the office of Prime Minister. "I am fed up with the Prime Ministership," Pandit Nehru said. "I want to do work dear to me with greater freedom." But it is doubtful whether there is anyone else either within or without the Congress Party commanding sufficient respect among the people and with the qualifications required for so exalted a position who could hold India together as Prime Minister.

3 and 4 : Two New Dominion Representatives in London.—Group Captain the Hon. Thomas White, the new High Commissioner for Australia, took up his post in London during August. A Liberal member of the House of Representatives for twenty-two years, he has been Trade and Customs Minister and Minister for Air and Civil Aviation and has undertaken many missions abroad for his country. Mrs. White, who is the daughter of the former Australian Prime Minister, Alfred Deakin, and three of their four daughters, are in London with the High Commissioner. New Zealand, too, has replaced her representative in London. Mr. W. J. Jordan, who was New Zealand High Commissioner from 1936, has been succeeded by Mr. Frederick Doidge, who, after many years' work in London's Fleet Street, retired to New Zealand sixteen years ago. But instead of taking things easy there he became a Cabinet Minister and he was joint-architect of the tripartite defence pact between New Zealand, Australia and the U.S.A.

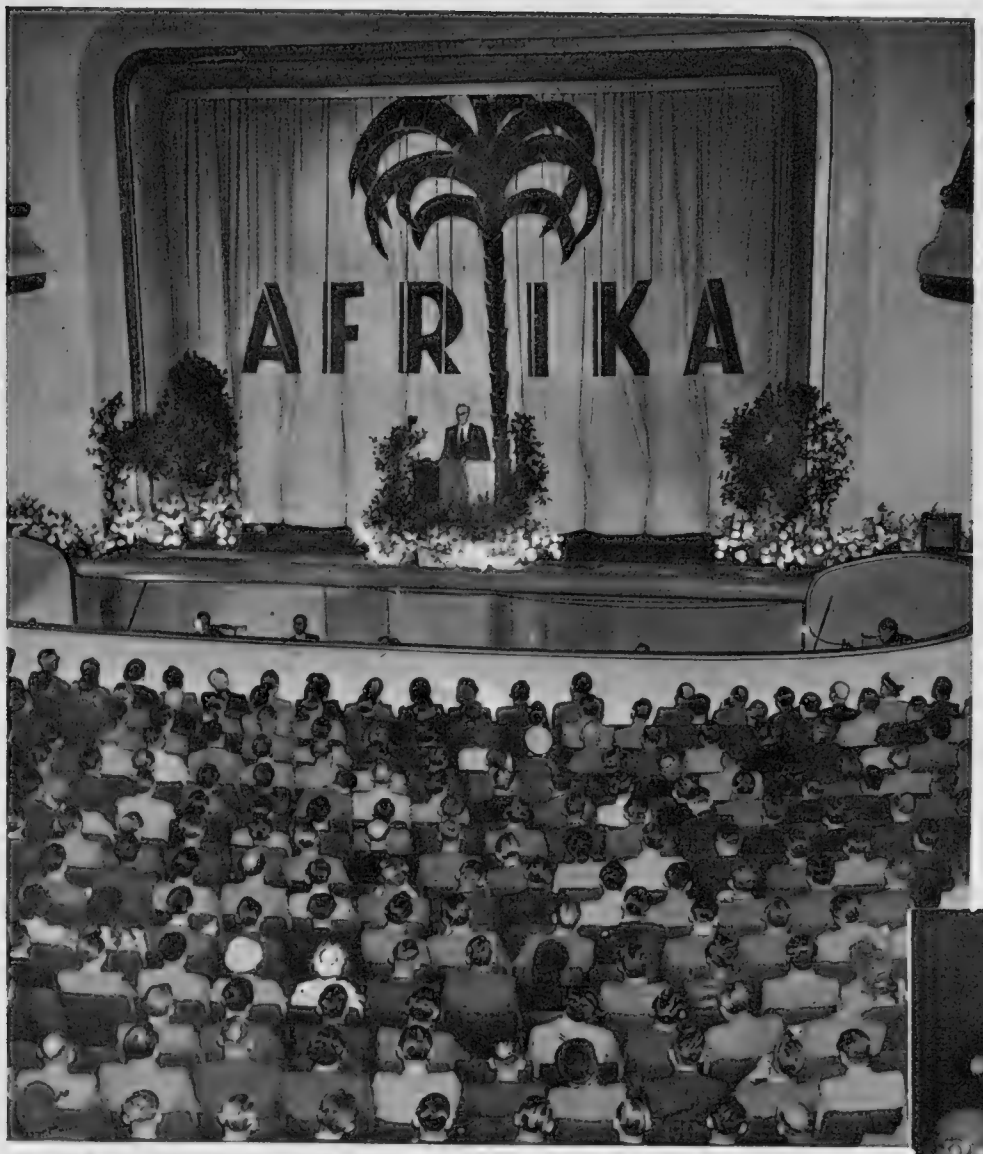
5. Fascism Rampant.—A steel-helmeted portrait of Mussolini was in evidence and also standards reminiscent of the Fascist regime when Signor Viciani, Provincial Secretary of Italy's Movimento Sociale Italiano met in Florence on the eighth anniversary of the founding of Mussolini's puppet republic at Salo, Lake Garda. Viciani delivered a speech of welcome to the delegates and distributed banners.

6. Back from the Sunshine of St. Tropez.—Mrs. Melinda Maclean, attractive U.S.-born wife of Donald Maclean, one of the missing diplomats, arrived at Northolt Airport last week after her holiday in the South of France. When asked for news of her husband she replied: "I haven't seen him, I haven't heard of him, and I did not expect to." With her came her two sons, Fergus, aged eight, and Donald, aged six, and in her arms she carried her daughter Melinda, born shortly after Maclean disappeared at the same time as Guy Burgess in May. Airline officials considered whether to take the Macleans through a side door, as police and security men held back crowds of sightseers. But Mrs. Maclean said, "No, I can take it." As she boarded a car taking her to her home in Surrey, she declared, "I had a wonderful holiday, and that's all it was."

7. Rockefellers at Plymouth.—Mr. David Rockefeller, one of the five grandsons of the fabulous John D., arrived at Plymouth with his wife aboard the French liner, *La Liberté*. Mr. Rockefeller is a vice-president of the Chase National Bank, and has come over here on what he calls routine banking business. The Rockefellers have five children, David (10), Ably (7), Neva (6), Peggy (3), and Richard (2).

GERMANY CALLING!

Old Soldiers of the Afrika Korps Re-unite in Iserlohn; Albert Schweitzer Honoured; Lawyers on the Look-out



THE MEN OF THE DESERT WAR WHO FOUGHT UNDER THE "DESERT FOX" GATHER TOGETHER FOR THE FIRST TIME SINCE GERMANY'S DEFEAT: Ex-General Ludwig Cruewell, who succeeded Field Marshal Erwin Rommel as Commander of the Afrika Korps, speaking from the stage of a large cinema in Iserlohn, Western Germany, to an audience consisting of 2,500 former members of the Korps. Behind him was the huge replica of a palm tree. The audience had come from all parts of Western Germany, but few had managed to reach Iserlohn from the Eastern Zone. In his speech Cruewell emphasized that the Afrika Korps Association was not concerned with party politics, and that members should exercise tolerance. "As soldiers in Africa," he said, "we did not ask our comrades what party they belonged to or whether they were good Nazis." In referring to Germany's participation in Western defence, the ex-General urged that German forces should have equal rights with all other forces.

STANDING BENEATH A PORTRAIT OF FIELD MARSHAL ERWIN ROMMEL: Manfred Rommel, son of the late Field Marshal; Frau Rommel, the widow; Frau Muencheberg, mother of a German ace fighter-pilot killed in action in Africa, and ex-General Ludwig Cruewell at the Afrika Korps reunion at Iserlohn. Frau Rommel wore on her dress the diamond cluster of her husband's Knight's Cross of the Iron Cross.

THE GERMAN BOOK PUBLISHERS' AND SELLERS' ASSOCIATION AWARD THEIR PEACE PRIZE TO ALBERT SCHWEITZER, THE MAN WHO HAS BEEN CALLED THE GREATEST EUROPEAN OF OUR TIME: Dr. Schweitzer (right), an authority on Bach, a theologian and philosopher, and celebrated for his fight against disease in Equatorial Africa, chats with the West German President, Theodor Heuss, who handed him the prize during a ceremony at Frankfurt. In his address the President spoke of Dr. Schweitzer as "a genuine follower of Christ." Dr. Schweitzer, who is now seventy-six, has spent many years at his hospital in French Equatorial Africa, returning to Europe only to give recitals of Bach's music to raise funds for his hospital.

A LAWYERS' ANTI-COMMUNIST ORGANISATION IN WEST BERLIN AIDS REFUGEES FROM THE RUSSIAN ZONE: *Above*—**The office building of the organisation, Freiheitliche Juristen (Freedom-minded Lawyers), which is situated in the American sector of Berlin.** *On right*—**Dr. Friedenau, chief of the organisation, interviews a refugee from the Soviet Zone, who reports on activities of East German courts. The organisation exists to report and publicise the illegal proceedings of Communist courts in the Russian Zone and to give legal advice and aid to refugees.**

THE WAY OF THE WORLD

A SURVEY OF THE FOREIGN NEWS IN PICTURES

THE LARGEST FLEET OF TRANSPORT PLANES IN THE ORIENT MAY GO TO THE CHINESE COMMUNISTS: This overhead view of Kaitak Airport, Hong Kong, shows some of the seventy aircraft which are at present the subject of contention. A British court in Hong Kong has been asked to decide whether the planes shall go to the Chinese Communists or to General Claire Lee Chennault, of "Flying-Tiger" fame, one of the American contestants of the case. The United States Government originally supplied the planes to two Chinese airlines to help start an internal transportation network, but the managers of both lines apparently joined the Communists, taking with them a total of eleven planes. Seventy of the planes were left in Hong Kong.

GENERAL CLAIRE LEE CHENNAULT AT KAITAK AIRPORT, HONG KONG: The American flying ace, who played a leading part in the air war in the Pacific, seen standing beside the tail unit of one of the seventy aircraft whose ownership he is disputing. After commanding "the Flying Tigers," the U.S. Air Force unit which operated in China in the early days of the Second World War, General Chennault later commanded the United States 14th Air Force. In 1948 he was ferrying Nationalist supplies in China. In that year he married a woman journalist from Shanghai.

FIELD MARSHAL TITO PAYS A VISIT TO THE CRUISER "LIVERPOOL" AT SPLIT: The Yugoslavian leader inspecting the guard of honour aboard the flagship of Admiral Sir John Edelsten, Commander-in-Chief, Mediterranean, during the Royal Navy's first post-war visit to Yugoslav waters. For security reasons the Yugoslav Press gave little advance publicity to the visit, but several thousand people lined the waterfront. Admiral Sir John Edelsten called on Sir Charles Peake, the British Ambassador, and a number of Yugoslav officials. He later went ashore a second time for a luncheon party given in his honour by Marshal Tito. In the afternoon Marshal Tito went on board the *Liverpool*. He was welcomed by the Admiral and taken on a tour of the ship.

QUEEN JULIANA OF THE NETHERLANDS, IN THE PRESENCE OF THE PRINCE OF THE NETHERLANDS, READS THE SPEECH FROM THE THRONE AT A JOINT SESSION OF THE STATES GENERAL IN THE HALL OF KNIGHTS AT THE HAGUE: The Queen was inaugurating the Parliamentary year with traditional pomp. Her speech dwelt largely on the foreign commitments of the nation. In Korea, the Queen declared, the fighting forces of the United Nations had proved that a policy based on brute force could not be pursued with impunity. She expressed her gratitude to soldiers of the Netherlands contingent. The contribution to the military effort of the Western World was a great drain on the Dutch Exchequer, Queen Juliana declared, and compelled the Netherlands to limit much other expenditure.

PERSIA SIGNS AN OIL AGREEMENT WITH AFGHANISTAN: The Persian representative, Mr. Varaste (right), signing the agreement in Teheran recently. Under this new agreement between the two countries Persia has undertaken to export to Afghanistan 300,000 tons of petrol. This is in defiance of the notice issued by the Anglo-Iranian Oil Company that in view of the Hague Court interim decision such sales are illegal.

A SULTAN RETURNS TO MALAYA: The Sultan of Johore, the 7,330-square-mile Malayan Muslim State, with the Sultanah and their twelve-month-old daughter Meriam, on their return to Singapore from England on the liner *Oranje*. The little girl is in the arms of her English nurse, Miss E. Etherington. The seventy-eight-year-old Sultan said that his stay in Malaya depended on "How long I am going to last."

THE VICE-PRESIDENT OF THE UNITED STATES ADDRESSES THE GREATER NEW YORK CRUSADE FOR FREEDOM: Mr. Alben Barkley speaking in Rockefeller Plaza, New York, when opening the campaign in Manhattan. The nation-wide campaign seeks to obtain contributions to establish free radio stations in Europe and Asia, and to give encouragement to all people behind the Iron Curtain. Seated behind the Vice-President are Cardinal Spellman, Archbishop of New York, Brigadier-General David Sarnoff, chairman of the Crusade in the New York area, and General Lucius B. Clay, former American C.-in-C. in Europe.

AN ARCHBISHOP, BANISHED FROM COMMUNIST CHINA, ARRIVES AT HONG KONG: He is fifty-four-year-old Archbishop Antonio Riberi (wearing a pectoral cross), the Internuncio Apostolic to China, who is here being welcomed by members of his Church on arriving at the Hong Kong border. He was accompanied on his journey by his secretary, Father Herman Unden, and by Father Joseph Caprio, auditor of the Internuncio, who were also banished for being "closely associated" with Archbishop Riberi. The Archbishop was charged with being responsible for "organising the Legion de Mary" and resistance to the Communist-sponsored Church Independent Movement. The party was met by Catholics who sang "Christ Reigns, Christ Conquers."

THE NEW INDIAN ENVOY TO THE VATICAN: Dressed in sherwani and churidar, the Indian diplomatic dress, Mr. N. Raghavan (right), the new Indian Ambassador to the Holy See, shakes hands with Mgr. Ermanno Bonazzi, Under-Secretary for the Sacred Congregation of Ceremonies, at the Pope's summer residence in Castelgandolfo.

THE ARAB-ISRAELI CONFERENCE ORGANISED BY THE U.N. PALESTINE CONCILIATION COMMISSION MEETS IN PARIS: The meeting had to be split into two because of the Arab delegates' refusal to sit at the same table with Israeli representatives. In this picture Mr. Ely Palmer, chairman of the Commission and a former United States Ambassador, presides at the meeting attended by the Arab delegates. Members of the Commission sat with Israeli delegates at another meeting. The aims of the conference, Mr. Palmer said, were to reach a settlement on the rights and status of persons, particularly with regard to the repatriation of refugees and the payment of compensation for losses arising out of the fighting, and, secondly, the solution of the problems concerning the rights and obligations of the States represented.

A DISASTROUS FIRE IN DURBAN, SOUTH AFRICA: A coloured watchman stands guard on a stock of clothing dumped into the street as a precaution during the great fire which broke out in the centre of the city on September 8. A cinema, shops and offices were severely damaged, and losses due to the fire, which was perhaps the worst in the city's history, have been estimated at around £500,000.

JAMAICA'S PLIGHT

RECONSTRUCTION IS UNDER WAY AFTER THE GREAT HURRICANE, BUT A VERY LONG TIME WILL ELAPSE BEFORE THE DAMAGE IS MADE GOOD

A JAMAICAN WORKER DISPOSES OF A FALLEN TREE : It was one of many great trees uprooted by the hurricane. Reconstruction and repairs on the island will take a very long time and much money. In England the Jamaica Hurricane Relief Fund has collected about £74,000. In addition, £25,000 has been sent direct to Jamaica by individuals and firms here.

SOME OF THE MANY THOUSANDS OF JAMAICANS LEFT HOMELESS BY THE GREAT HURRICANE OF AUGUST 17 : They are being temporarily accommodated in tents loaned by the Army or sent out as a relief measure from Britain. This picture shows how trees on the island were devastated by the tremendous winds. The storm caused 155 deaths, and it is estimated that £16,000,000 damage was done. Almost all the banana trees were destroyed. This seriously affects Jamaica's economy, and young banana trees take nine months to reach maturity.

SPRAYING A RUBBISH DUMP TO PREVENT EPIDEMICS ARISING FROM THE HURRICANE HAVOC : With water-mains burst and rubbish everywhere, outbreaks of disease on the tropical island were a very real danger.

JAMAICAN GIRLS CLEAR UP A RUINED CHURCH : The hurricane stripped the building of roof and walls, leaving only pews and floor. Sir John Huggins, who was Governor of the island until the beginning of this year, heads a Relief Committee in London which is doing invaluable work. The British Government is to provide financial assistance to Jamaica up to a maximum of £4,600,000.

ONE OF THE SEVERAL BIG SHIPS THAT THE HURRICANE LIFTED ON TO DRY LAND : While fishermen in the foreground busy themselves providing food for the people, a rescue ship attempts to pull the stranded vessel back into deep water. Altogether six large merchant ships were swept ashore.

WELCH FUSILIERS UNLOAD SUPPLIES AT JAMAICA FOR VICTIMS OF THE HURRICANE : One of the Royal Navy's fastest ships, the minelayer H.M.S. *Apollo*, rushed supplies and tents for the homeless from England to the stricken island.

THE NO. 1 BLAST FURNACE AND THE HOT BLAST STOVES UNDER CONSTRUCTION AT THE U.S. STEEL CORPORATION'S FAIRLESS PLANT ON THE DELAWARE RIVER AT MORRISVILLE, NEAR PHILADELPHIA: In the foreground men are seen laying concrete foundations. It became known last December that U.S. Steel had picked Morrisville for this new mill which is costing half a billion dollars and is the largest single wholly integrated steel mill ever constructed. Work is already far advanced, and production will begin next summer.

COLOSSUS UPON THE DELAWARE

THE RISE OF THE U.S. STEEL CORPORATION'S MIGHTY PLANT AT MORRISVILLE, NEAR PHILADELPHIA

SPEED IS THE ESSENCE OF THE CONTRACT AT MORRISVILLE: *Left*—Wooden shuttering being placed in position during the construction of the ore storage bin at the Fairless plant of the U.S. Steel Corporation. *Right*—This is a front view of the annealing building under construction. Other big steel manufacturers are also establishing plants round Philadelphia, among them the National Steel Corporation, which is building a new mill at Paulsborough, just south of Philadelphia.

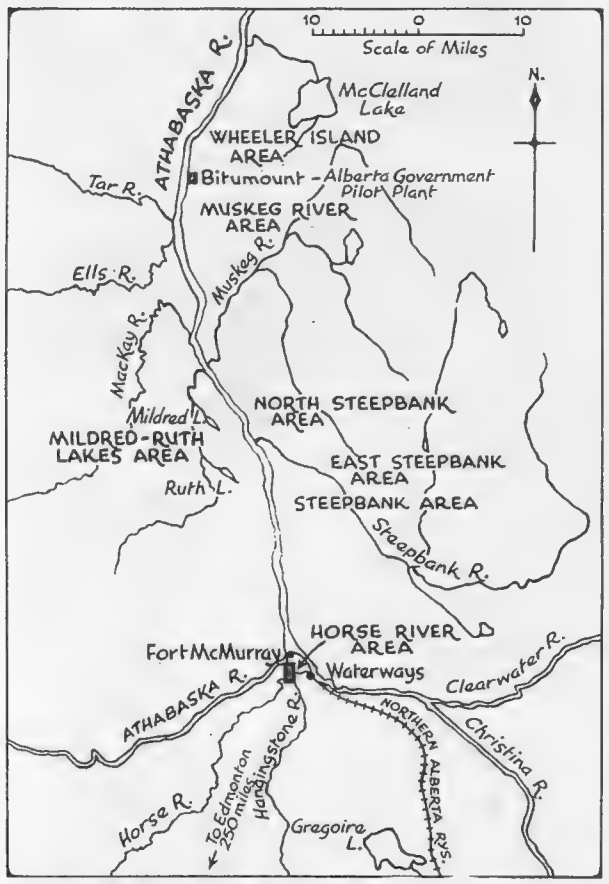
The steel cities of Pittsburg, Youngstown and Gary, drawing their vast supplies of iron ore from the famed Mesabi Ridge, the dwindling deposits round Lake Superior, are to-day faced with an up-and-coming rival upon the eastern seaboard of the United States, none other than William Penn's Philadelphia. The Quaker city, with all its links with the first days of the American nation, a city of gracious living, of fine old buildings and of intense cultural activity, is suddenly becoming an even more potent force in American big business, for here the steel industry, the backbone of the American economy, has decided to establish powerful new plants. In its train will, of course, come a host of new industries, for the most part dealing with defence production, and all along the Delaware new chimneys are rising, and great structures of concrete and steel. At the time of writing Philadelphia's defence contracts, either already awarded or to be awarded soon, total 3,500,000,000 dollars. The new frontiers of industry, it seems, are eastward of the Alleghanies upon the Atlantic seaboard. The great Horace Greeley, who told the youth of the nation to go westward, would indeed have been surprised. But the reason for the momentous change is not far to seek.

The U.S. Steel Corporation decided to erect its new plant at Morrisville, on the Delaware, because of the recent discovery of a whole mountain of high-grade ore in Venezuela—ore which is now being exploited by U.S. Steel's subsidiary, the Orinoco Mining Company. As that ore had to be waterborne to the United States, the widened Delaware, with its facilities for big freighters, seemed the logical place to bring the raw material.

No time has been wasted on the Morrisville project. Last December the plans were in the embryonic stage; to-day the giant steel plant is taking shape. A year from now it is hoped the blast furnaces will be in full production in the cause of national defence. U.S. Steel is spending 500,000,000 dollars on this Fairless plant at Morrisville. The mill will have an ingot ton capacity of 1,800,000 a year, and the site which it occupies covers 3,800 acres, lying in the bend of the river north of Philadelphia and just opposite Trenton, New Jersey. The plant takes its name from Benjamin Franklin Fairless, president of U.S. Steel, whose Christian names, of course, call to mind one of the great early figures in "the Philadelphia story."

To-day, on the threshold of even greater growth, the metropolitan area of Philadelphia, consisting of eight counties in Pennsylvania and New Jersey, has a population of 3,672,500. The port of Philadelphia, or Customs District, as it is known, includes twenty-five cities and towns along the Delaware from Trenton to the sea. The eight counties are all likely to grow immensely in population in the next decade, not least, of course, Bucks County, in which Morrisville is situated. New highways and new bridges, to provide better access to the defence production area, are also coming into being, and the newly opened Delaware Bridge is indeed one of the wonders of America.

AN OIL-SAND QUARRY AT BITUMOUNT SHOWING THE OVERBURDEN REMOVED AND THE BITUMINOUS SAND READY TO BE SCOOPED UP FOR DESPATCH TO THE TREATMENT PLANT: There are no derricks or oil-wells involved in this kind of oil-getting. Explorers discovered this black, oozing formation along the Athabaska's banks 150 years ago, and although numerous attempts have been made to recover oil from the region, those currently in progress are the first to prove successful.



THE AREA OF THE WORLD'S RICHEST OIL-FIELD—THE BITUMINOUS SAND DEPOSITS OF THE ATHABASKA RIVER FROM FORT McMURRAY IN THE SOUTH TO WHEELER'S ISLAND IN THE NORTH: Fort McMurray is about 250 miles north of Edmonton and is the terminus of the Northern Alberta Railways. Bitumount, where the pilot plant has been treating the oil-bearing sand experimentally with a view to paving the way for large-scale development, lies near the junction of the Tar River and Athabaska River.

THE PILOT PLANT AT BITUMOUNT ON THE ATHABASKA RIVER, ESTABLISHED TO DETERMINE THE COMMERCIAL FEASIBILITY OF EXTRACTING PETROLEUM FROM OIL-IMPREGNATED SAND: Alberta's bituminous sand deposits lie 250 miles north of Edmonton in an unpopulated and desolate region. The extent of the tar sands is uncertain, but they have been estimated to equal all the other known oil deposits of the world. Alberta's Provincial Government has announced its readiness to grant prospecting rights in this part of the province, and last week it was reported that more than 100 technical experts were visiting the experimental station at Bitumount and generally surveying the area. If their plans come to fruition the oil extracted from the sands will be piped to markets on the American continent.

QUARRYING FOR OIL IN ALBERTA

THE ATHABASKA DEPOSITS WHERE MECHANICAL EXCAVATORS TAKE THE PLACE OF OIL-WELL AND DERRICK

In the space of four years Canada's oil outlook has been entirely transformed. In early 1947 the bulk of her modest production of crude oil, which was equivalent to less than 10 per cent. of requirements, was from the declining Turner Valley. No larger finds had been made since the Turner Valley came to the fore in the '30's, and although the search for oil had never ceased, the rewards had been small, and Canada appeared destined to remain insignificant as a producer. She faced the prospect of continuing to supply 90 per cent. or more of her needs through imports, constituting one of the major drains on her U.S. dollar resources.

Then in February 1947 came the big news from Leduc, south-west of Edmonton, when a great new oil-field "blew in," and a new era began in Canadian oil history. Long-legged derricks rose here, there and everywhere among the prairie wheatfields, and by 1949 the Province of Alberta had over 1,000 oil-wells in operation. Names like Redwater, Golden Spike, Woodbend and Leduc became household words in the Dominion. Elaborate plans were made to market the black gold of Alberta, and the Alberta Government authorised in September 1949 the construction of a mighty new pipe-line from Edmonton to the Great Lakes port of Superior, in Wisconsin, U.S.A., thus providing economical transport facilities to wider markets upon the American continent.

1950 was another big year for Canadian oil, with major discoveries being made in Alberta, at Duhamel, Big Valley, Acheson-Stony Plain, Barons, Bulwark, Drumheller and Ellerslie, and successful development drilling at Leduc and Redwater. Altogether these finds increased existing recoverable oil reserves in the province by about 100,000,000 barrels to an estimated 1.2 billion barrels.

But this was not by any means the end of the story, for at the close of 1950 from the Toronto office of Mr. S. M. Blair, consulting engineer to the Alberta Government, there was issued a report so far-reaching in extent that those who perused its strictly factual and unexciting-looking pages could well have been excused if they had missed its true significance. Mr. Blair was reporting on the possibilities of extracting crude oil at an economic cost from the bituminous sands lying along the Athabaska River and its tributaries 250 miles and more to the north of Edmonton. His report was wholly favourable, and if Mr. Blair was unable to assess the Athabaska oil reserves it was only because the extent of this field is so enormous. One expert has declared that the Alberta bituminous sands, an outcropping of an oil-bearing zone, may contain as much as 100,000,000,000 barrels of oil, which is about four times the rest of the world's known reserves.

Explorers first discovered the tar sands on the Athabaska about 150 years ago. A geological survey was made in 1875, and nineteen years later an unsuccessful attempt was made to drill for oil. Numerous other attempts have been made to get oil from the region, but it was not until the Government of Alberta entered the field that success came. The Government has set up at Bitumount, in the heart of the tar sands, a 700,000-dollar pilot plant, and by the experimental hot-water process succeeded during 1950 in obtaining a crude-oil recovery of about 12 per cent.—that is to say, about 250 barrels of oil per day out of 420 tons of sand. In the refinery naphtha, distillate, Diesel oil, light fuel oil and heavy bunker oil have all been produced, while a vital by-product is sulphur, of which the world is in such short supply.

In his report Mr. Blair estimated that oil from the tar sands could be marketed economically, and suggested a link-up by pipe-line between the Athabaska River area and the main continental markets.

On September 15 of this year it was reported from Ottawa that more than 100 technical experts from many parts of the world were visiting the tar sands and inspecting the experimental station at Bitumount. German and Brazilian representatives were among them, while representatives of Anglo-Iranian had already visited the area earlier in the year.

Economic development of the field may still be a long way off, and it depends, of course, on the new technical processes tried out on only a minor scale, but it is thought that the increasing stringency of the world oil situation will produce bids for development rights along the Athabaska.

The area explored by drilling since 1943 runs from Horse River in the south to Wheeler Island in the north, the Bitumount pilot station and refinery lying just south of Wheeler Island. The deposits along the Athabaska are 150 to 200 ft. in thickness, and the good-grade oil sand, containing 12 to 17 per cent. oil by weight, lies beneath surface soil of between 6 ft. and 12 ft. in thickness, thus making quarrying a matter of no technical or economic difficulty.

Alberta to-day, then, stands on the brink of her most momentous development as she prepares to tap the world's biggest oil deposit. Her people remember with pride that the first producing oil-well on the American continent was opened in Lambton County, Ontario, in 1858, the year before the first well was drilled in the United States. Alberta lacks the capital for the impending developments in Athabaska, which newspapers have picturesquely termed the sub-Arctic Abadan, and it is hoped in Canada that British capital may play its part. To-day along the Athabaska opportunity for Britain knocks as it has never done before. There one square mile of these tar sands would yield as much oil as is pumped in Persia in ten months, and, as a bonus, one square mile would yield 900,000 tons of scarce sulphur, enough to supply British import needs for more than two years at a cost of 8·40 dollars a ton, or less than one-third of the price paid for American sulphur.

THE 700,000-DOLLAR PILOT PLANT, REFINERY AND CAMP ESTABLISHED AT BITUMOUNT, ON THE ATHABASKA RIVER, BY THE GOVERNMENT OF ALBERTA: It is here that some of the world's leading oilmen have been forgathering to see the separation process by which the bituminous sand is made to yield oil in paying quantities. Last year about 420 tons of sand were being mined daily for the pilot plant, and the crude oil recovery was 12 per cent., or 250 barrels per day. The five products at the Bitumount refinery are naphtha, distillate, Diesel oil, light fuel oil and heavy bunker fuel. The tar sands occur both upstream and downstream of Bitumount.

OIL-DERRICKS IN THE TURNER VALLEY OF ALBERTA, WHERE IN RECENT YEARS OIL HAS GUSHED IN GREAT QUANTITIES, ADDING VASTLY TO THE DOMINION'S WEALTH: This method of oil production may eventually be superseded in Alberta by the sand-extraction method now being developed along the Athabaska River, but for the time being it continues to contribute in great measure to Canada's wealth. In 1949, for the first time in its history, the province of Alberta had over 1,000 oil-wells in operation, and the discovery of oil deposits in the Leduc area south of Edmonton (made in 1947) gave further impetus to the industry. *On right*—A well being blown in the Turner Valley in order to get rid of water and dirt. The Turner Valley was Canada's first major oil-field. In 1950 it was still the nation's third producer, with an output of 3,775,369 barrels of crude oil and natural gasoline.

COMFORT IN THE COLLIER FLEET—THE MOTOR-VESSEL "SYDENHAM," THE LATEST ADDITION TO THE VESSELS OF THE SOUTH-EASTERN GAS BOARD, SEEN ON ARRIVAL AT EAST GREENWICH AFTER COMPLETING ITS MAIDEN VOYAGE: **Each of the crew of seventeen has a single-berth cabin fitted with refinements that would have been barely credible in vessels of this type a few years ago. The *Sydenham* has a low superstructure, no visible funnel, and telescopic masts, to clear bridges up-river as far as the gas-works at Wandsworth. It is a single-screw Diesel-engined ship, able to carry 2,800 tons of coal at 12 knots in twenty-eight hours from the north-east coast.** The Board's fleet of fourteen ships is engaged exclusively in delivery of the coal required by the twelve gas-works in the Metropolitan and West Surrey Divisions. Approximately 2,250,000 tons of coal per annum are used by these works, some of which is carried in chartered ships. These vessels are unloaded at the Board's works at East Greenwich, Rotherhithe and Wandsworth. All can be received at East Greenwich, but the position of the jetty on the river at Rotherhithe is such that only the smaller vessels can be discharged there. Because of low-span bridges, only those colliers with low superstructures similar to the *Sydenham* are able to reach Wandsworth.

From SEAWAYS *and* TIDEWAYS

"SYDENHAM" JOINS THE COLLIER FLEET; THE LAST OF THE "WARSPITE"; THE SUBS. CELEBRATE

THE LAST DAYS OF THE FAMOUS "WARSPITE" IN MOUNT
at Prussia Cove. It is now four years and four m
material. *Warspite* was launcned at Devonport in

SUBMARINES IN THE PORT OF LONDON: The *Acheron*
anniversary of the Royal Naval submarine branch.
during the stay at Shadwell. The first British sub

On right—

"TANK KING," A HANDSOME NEW MOTOR-DRIVEN OIL TANKER BUILT FOR MESSRS. SIGURD HERLOFSON, OF OSLO, AND NOW HANDED OVER FOLLOWING THE SUCCESSFUL COMPLETION OF HER SEA TRIALS: Built under special survey for carrying petroleum in bulk, the vessel is of 24,000 tons deadweight. Poop, bridge and forecastle decks are connected by fore-and-aft gangways. *Tank King* has a modern-type semi-clipper stem rounded above the water-line, a cruiser stern, stump fore-mast, signal mast amidships, and a single funnel of distinctive design aft.

MOUNTS BAY : The hull of the 30,000-ton battleship seen near St. Michael's Mount, Marazion, Cornwall, where the vessel went aground in 1950 after she had just been refloated ou months since the *Warspite* broke adrift during a gale while being towed round the coast to a breaker's yard on the Clyde. She is now stripped of nearly all valuable rt in 1913 and was damaged at Jutland. In 1937 she was reconstructed at a cost of £2,500,000 and served with distinction in the Second World War, notably at Matapan.

eron and *Auriga* arriving at their berth in Shadwell Basin for a ten-day visit to mark the fiftieth nch. They belong to the latest class of submarines in the Royal Navy. The public was allowed on board h submarines were placed in commission in 1902. These were of American design and built at Barrow.

THE SUBMARINE "ACHERON," HER BOWS GIVING THE APPEARANCE OF SOME GREAT MONSTER OF THE DEEP, EDGING INTO HER BERTH AT SHADWELL BASIN, LONDON : The *Acheron* seen on her visit to London's dockland on the occasion of the fiftieth anniversary of the Royal Naval submarine service. The first submarine which ever went into action was devised by David Bushnell, a Yale graduate, who in 1776 attempted unsuccessfully to destroy ships of the British fleet off the New England coast. The first notable development was the construction during 1885-89, by the Swedish inventor T. Nordenfelt, of six submarines, in designing which he had the collaboration of the Rev. G. W. Garrett, of Liverpool. The first of these was sold to Greece, and the second went to Turkey. It was another ten years before Britain entered the field.

THE SHAH AND HIS EMPRESS AWAY FROM IT ALL

Persia's Ruler Spends a Holiday Amid the Woodlands in the Northern Province

SETTING OUT FOR A MORNING IN THE SADDLE : The Shah of Persia and his Empress outside their holiday home at Kalderdasht, in the Northern Province of Persia. Only just over six months ago the Shah and his Empress were married in Teheran amid scenes of great splendour.

The ruler of an intensely troubled land to whom the post-war years have brought a deep burden of responsibility is the Shah of Persia, a monarch credited with liberal instincts and a keen desire to create more equal opportunity in his dominion where the division between rich and poor is as sharply divided as anywhere in the world. During September the Shah enjoyed a carefree, away-from-it-all holiday in the woods of Northern Persia in company with the Empress Soraya and one of his sisters. The new Empress, who has had a Western education, having studied in France, Switzerland and England, is an accomplished horsewoman, and much of the Royal holiday was spent riding and walking in the woods. The Shah's marriage last February was regarded at the time as a stabilising influence in Persian affairs, as the Empress's grandfather is the chief of the powerful Bakhtiari clan, through whose land the Anglo-Iranian Oil Company's line passes. The marriage, it was held, healed the breach between the ruling dynasty and the Bakhtiari, but since then more potent influences appear to have been at work in Persia.

THE SHAH AND THE EMPRESS SORAYA RIDE AWAY IN THE MORNING SUNSHINE : Kalderdasht, where they spent their holiday, lies in fine woodland country. The Shah and the Empress spent most of their time riding and walking. They were accompanied by Princess Ashraf, one of the Shah's sisters.

IN A WOODLAND GLADE : The Empress out riding at Kalderdasht. She is the grand-daughter of a Persian chief, the leader of the Bakhtiari clan. Her mother is of German extraction.

A PICNIC IN THE WOODS : The Shah and his Empress with the Shah's sister, Princess Ashraf. The Shah has only recently been in hospital, and this holiday in Northern Persia was planned as part of his convalescence. He has now returned to Teheran to face the problems confronting his country as a result of the oil crisis.

BACK TO TROUBLED TEHERAN : The Shah and Empress Soraya arriving in the capital at the end of their holiday. Within an hour of his arrival the Shah received the British Ambassador.

THE CHURCH OF ST. GEORGE, GRAVESEND, WHICH IT IS PROPOSED SHOULD BE CONSTITUTED A CHAPEL OF UNITY FOR ALL DENOMINATIONS REPRESENTED AT THE WORLD COUNCIL OF CHURCHES: This proposal was put forward by Sir Evelyn Wrench when it became known that the church was destined to be closed owing to the removal of the local residents to new housing areas. The scheme is supported by the Diocesan Bishop and leaders of the Free Churches. The Rector has appealed for funds to carry out the conversion of the church and hopes shortly to leave for America to make a wider appeal. St. George's was built on the site of an older structure.

A WEST END CHURCH TOWER IN SPLINTS—THE RESTORATION OF THE OUTSIDE OF THE GROSVENOR CHAPEL IN SOUTH AUDLEY STREET, LONDON, W.: The exterior of the Chapel is now being restored at a cost of some £4,000. The Chapel dates from the early eighteenth century and the spire was originaliy of a special blue colour, but it had long since been obliterated by London's smoke. Now it is to be renewed in the original tint as far as possible.

POCAHONTAS; THE GRAVESEND APPEAL

Renovating a Cathedral Tomb; and the Restoration of Grosvenor Chapel

THE LAST RESTING-PLACE OF PRINCESS POCAHONTAS, THE FIRST AMERICAN RED INDIAN TO BECOME A CHRISTIAN: Looking towards the altar of St. George's, Gravesend, and showing the chancel where the Princess was buried in 1617. The memorial tablet is on the south wall. It is because of Princess Pocahontas that the Rector is anxious to restore the church as a Chapel of Unity. The church is still open and used, but it is in a bad state of repair.

Princess Pocahontas was the first American Indian to be converted to Christianity. She was the first American woman to marry an Englishman, and the first American to be buried in England. She was born in 1595, and was the daughter of Powhatten, a leading Werowance or Chief of Attanoughkomouck—sometimes called "the Emperor" of what is now known as Virginia. The little Princess soon became attracted to the English in her native America and was later able to save the life of Captain John Smith (the founder of Jamestown), who had been captured by the Indians. Still later she was responsible for saving the life of Henry Spelman, when her own people had murdered Spelman's companions. In 1613 she was baptised by Thomas Whitaker, Chaplain to the colony, and given the Christian name of Rebecca. In the course of the next year she married an English colonist named John Rolfe at the Protestant Episcopal Church at Jamestown. When the Princess and her husband came to England they went to Rolfe's family home in Norfolk, where their son Thomas was born. In 1617 while preparing to sail for home she became ill and died at Gravesend at the age of twenty-two. On March 21 she was buried in the chancel of the Parish Church of St. George.

Now, more than 300 years later, there is a scheme afoot to save the church of St. George from demolition and to make it into a Chapel of Unity for all denominations represented at the World Council of Churches. But this proposal cannot be carried out without the aid of funds. It is with this idea in mind, and with the thought of the close link of the church between this country and the United States, that the Rector the Rev. Richard Dauton-Fear, hopes shortly to leave for America to get support for his plans to convert his church into a Pocahontas Chapel of Unity.

THE RENOVATION OF A JACOBEAN TOMB AT SOUTHWARK CATHEDRAL: The memorial is to John Trehearne, gentleman "portar" to James I, and is placed in the north choir aisle of the Cathedral. The renovation work has been carried out by Miss M. Janet Becker, the first woman to take up the job of cleaning and preservation of old monuments and tombs, who is seen here putting the finishing touches to the Trehearne memorial. In 1949 a staff of women, under her supervision, carried out the cleaning of the painted bosses on the vaulted roof of Winchester Cathedral. Trehearne was one of the "Bargainers" who negotiated with James I for the purchase of the church and Rectory Rights in the early seventeenth century. After the negotiations he became one of the four trustees of St. Saviour's. The cost of renovating the Trehearne memorial has been borne by the Friends of Southwark Cathedral.

LONDON'S LORD MAYOR IN

HISTORIC WILLIAMSBURG

A Visit to the Restored Colonial Capital

The foundations of American liberty are rooted in the ancient city of Williamsburg, the capital of the old Dominion of Virginia, the first permanent English settlement in North America; for it was there that the colonists under Patrick Henry rose in their wrath against the English governor, compelling him to seek safety on board an English man-of-war in Chesapeake Bay, and that the Virginian leaders decided, in advance of the other colonies, that a declaration of independence was necessary to secure foreign assistance.

Paradoxically enough, Williamsburg, too, represents the strongest physical link between Great Britain and the United States of America; for it belongs to those 169 forgotten years before the Revolutionary War, when the Kings of England sent forth to their loyal colony of Virginia a succession of Governors who, in this city between the York and James Rivers, set up their vice-regal Courts, living in dignified splendour (so far as the Indians would allow) amid the planter society of the rich Tidewater land.

It was because of Williamsburg's truly remarkable position in British and American history, and because of the old colonial links with London, that London's Lord Mayor, Sir Denys Lowson, paid a memorable visit to the city in mid-September, and delivered a stirring plea for British and American co-operation and democratic unity. In the audience were mayors representing the capitals of the original thirteen American colonies.

From that Capitol where Patrick Henry, defying the authority of George III, declaimed "Give me liberty or give me death," London's Lord Mayor of 1951, the representative in his own city of King George VI of England, spoke on the great issues of human government, on the common ideals of the Commonwealth of nations. He did not omit to mention, of course, that it was one of his predecessors, the bold John Wilkes, who stood before King George III to present the solemn remonstrance of the City livery against the vain and presumptuous policy of attempting to coerce the American people. "On that day," Sir Denys told his American audience, "London earned the right, which to-day I claim, to salute your nation."

While in Williamsburg, the Lord Mayor and the Lady Mayoress had an opportunity of seeing the great work of restoration which has been achieved in the old colonial capital in the past twenty-four years following the princely gift of £2,000,000 made towards the work by the late John D. Rockefeller, Jnr. It has been a remarkable transformation. Over eighty of the major and minor buildings which have survived from the eighteenth century have been painstakingly restored to their original appearance, over 230 long-forgotten colonial buildings have been rebuilt, and fifty of the beautiful gardens which once graced the city now bloom again with the same types of flowers and shrubs that grew in Williamsburg two centuries ago. The resulting effect is as if a motion picture of Virginian history had been run backward until the film came to a stop somewhere in the 1700's.

The part-restored Williamsburg was formally opened to the public in 1934, the year the late President Franklin Roosevelt dedicated the city's main thoroughfare, Duke of Gloucester Street, "the most historic avenue in all America."

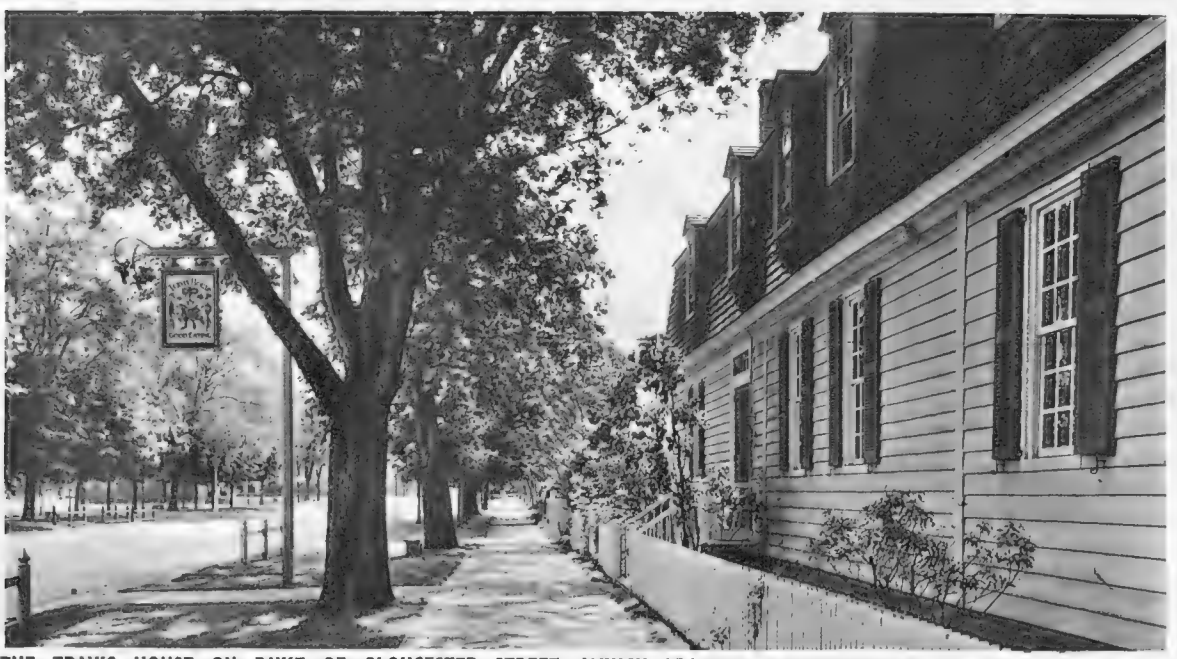
Among the structures restored is the Wren building at the College of William and Mary, the corner-stone of which was laid in 1695.

The most important building is the Capitol, rebuilt on the foundations of the building where Patrick Henry shouted his defiance and where George Washington served for twenty years as a member of the House of Burgesses. The Capitol, begun in 1707, was destroyed in 1747 and rebuilt a few years later according to somewhat altered plans. After the seat of

WHERE THE GENERAL ASSEMBLY OF VIRGINIA MET IN THE DAYS OF THE OLD DOMINION, AND PATRICK HENRY SHOUTED DEFIANT WORDS WHICH HAVE ECHOED DOWN THE YEARS: The restored Assembly Building or Capitol at Williamsburg, the old colonial capital of Virginia, which was visited a fortnight ago by the Lord Mayor of London and the Lady Mayoress on the concluding stages of their world voyage of goodwill. Williamsburg has been restored in large measure through the munificence of the late John D. Rockefeller, Jnr., who gave over £2,000,000 towards re-creating the city as it was in colonial days. Over eighty colonial buildings have been restored and 230 reconstructed on their foundations.

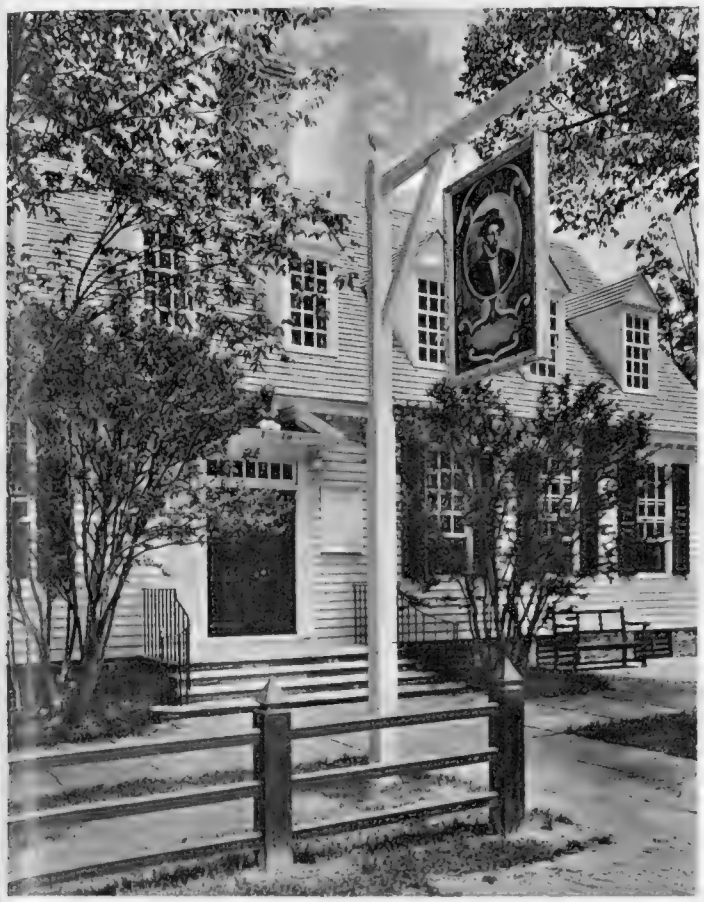
THE CHAMBER WHERE THE GOVERNOR'S COUNCIL SAT IN THE CAPITOL AT WILLIAMSBURG: The room has been reproduced by modern furnishers exactly as it must have been in Williamsburg's heyday under British administration. Some of the furnishings are actual period pieces.

IN THE ONLY BUILDING IN THE UNITED STATES DESIGNED BY CHRISTOPHER WREN: This is the Great Hall of William and Mary College.



THE TRAVIS HOUSE ON DUKE OF GLOUCESTER STREET, WHICH FRANKLIN ROOSEVELT DESCRIBED AS "THE MOST HISTORIC AVENUE IN ALL AMERICA": Roosevelt dedicated the thoroughfare in 1934, when the restoration of Williamsburg had been under way for seven years. Before the task of re-creating the old colonial Williamsburg could begin it was found necessary to tear down no fewer than 590 modern buildings, schools, churches, banks, stores, theatres and hotels.

THE LORD MAYOR AND LADY MAYORESS OF LONDON WITH THE PRESIDENT OF COLONIAL WILLIAMSBURG: Sir Denys Lowson (right) showing the sword of the City of London to Mr. Kenneth Chorley during his American visit.



THE ENTRANCE TO THE FAMOUS RALEIGH TAVERN: This hostelry of colonial days was destroyed by fire in 1859, and has now been re-erected on its original foundations and in accordance with its original design. It was founded by the students of William and Mary College. George Washington frequently dined at the Raleigh.

government was removed to Richmond, the famous building gradually fell into decay, and what remained of it was burned down in 1832. The present restoration is in accordance with the original plans.

Another imposing restored building is the Palace of the Royal Governors, the elegant home of the King's representatives in the colony of Virginia. This palace, which was started in 1706, was burned during the Revolutionary period while in use as a hospital for American troops.

Among the other important buildings which have been rebuilt or restored are Bruton Parish Church, the church of a parish dating from 1674; the Raleigh Tavern, centre of political, social and commercial activity in eighteenth-century Williamsburg; the Public Gaol (which once housed Blackbeard's pirates, debtors and assorted criminals from all parts of the colony); the George Whyte House (home of Thomas Jefferson's law teacher), and the Powder Magazine (built in 1714 with money derived from taxes on slaves and liquor).

Just as the architects engaged in the task of restoring Williamsburg placed themselves in the positions of the original builders, attempting, as it were, to act as proxies for them and to employ only building principles current in the eighteenth century, so have the furnishers and decorators of the restored buildings set about the similar task of re-creating the old-time atmosphere. Authentic records of the period have been studied with the fullest care, painstaking deductions have been made, and the result of all this labour has been that every room in every building has had assigned to it period pieces that essentially belonged to each room in question in the years when Williamsburg was in its heyday. It has been an immense task, necessitating the consultation of a mass of documents ranging from the wonderfully detailed household inventories kept in the Governor's Palace and the Raleigh Tavern, to advertisements in the *Virginia Gazette* telling of the arrival of some ship from the Mother Country with furniture on board, or perhaps of a cabinet-maker setting up business in the city as a specialist in some particular class of work. The minutes of the Council of Virginia have in turn yielded a wealth of evidence, while records of the paint colours used in the palace have further helped in achieving a perfect likeness. R.C.E.

THE COURT HOUSE OF 1770: The Lord Mayor of London (as depicted in *The Sphere* of September 22) was received during his recent visit on the steps of this Court House. The building is now a museum, and is one of many buildings in Williamsburg open to the public.

HUMBLE COTTAGES AND HANDSOME RESIDENCES HELP TO CONJURE UP THE EIGHTEENTH-CENTURY ATMOSPHERE OF WILLIAMSBURG: *Left*—Purdie's Dwelling, a cottage in weatherboard. *Right*—The Coke Garrett House in its fine garden. These belong essentially to the Williamsburg of George Washington, Thomas Jefferson, Patrick Henry and other American patriots who walked its streets in the eighteenth century. Modern business buildings and service stations have no part in the restored city.

HOME NEWS AS SUMMER TURNS TO AUTUMN

REGENT'S CANAL GIVES UP ITS RUBBISH : Police and Post Office investigators at work on the bed of Regent's Canal during a search for eleven containers holding £15,000 worth of the rare and costly metal palladium, which were stolen from a train in April and which, they were informed, had been dumped into the canal. The lock gates at St. Pancras were closed and thousands of gallons of water were drained off the area to facilitate the search. After six hours the hunt was abandoned. The hooks, drags and magnets the searchers used recovered a vast assortment of junk, including iron bedsteads, a damaged safe, four steel helmets and a pair of antlers.

THE ARAB LEGION COMMANDER'S SON ARRIVES IN LONDON : He is Faris Glubb, young son of Glubb Pasha, the famous Commander of the Arab Legion, and is wearing Arab head-dress as he leaves his plane at London Airport. Faris is the Arabic equivalent of Godfrey and the young man prefers that to the English name. He has come to Britain to go to school near Winchester.

A FESTIVAL OCCASION—A BARE-BACK CART-HORSE DERBY RACE FOR FARMERS TAKES PLACE DURING A VILLAGE FETE IN GLOUCESTERSHIRE : These are the competitors mounted at the start of the race at the Woodmancote Festival Fete, near Cheltenham. Second from the right is the winner, Mr. V. Holder, on Monagh Beauty. No village fete in this part of the west country would be complete without one of these very amusing races.

MRS. ETHEL FRIESE-BARNES, DAUGHTER OF WILLIAM FRIESE-GREENE, INVENTOR OF MOVING PICTURES, AT THE WORLD PREMIERE OF THE BRITISH FESTIVAL FILM "THE MAGIC BOX" : The film depicts the life-story of Friese-Greene and has a cast which includes many British film stars. In this picture the seventy-six-year-old daughter of the inventor is receiving a bouquet from Janette Scott, who plays the part of Ethel in the film. With her three brothers and nearly sixty of their relations, Mrs. Friese-Barnes had a family reunion during the evening.

A COMMEMORATIVE TABLET FOR THE VILLAGE OF OFFHAM'S FAMOUS JOUSTING-POST : The post is called a quintain and is believed to be the only one left in Britain. In medieval times the quintain would have had a figure or broad board at one end of its arm and a sandbag on the other. The feat was to dodge the sandbag after striking the figure or board. The commemorative stone, subscribed for by the people of Offham, is seen here after the unveiling by Mrs. E. Cosgrave, of the Manor House, who, with her husband, has done much public work in the district. The stone is inscribed with an account of the use of a quintain.

THE PRIME MINISTER'S YOUNGEST DAUGHTER BECOMES ENGAGED : Miss Alison Elizabeth Attlee, daughter of Britain's Premier, with her fiancé, Mr. Richard Lionel Lance Davis, son of Major and Mrs. A. O. C. Davis, of Carlisle Mansions, London, S.W., after their engagement was announced last week. Mr. Davis, who is twenty-four, is a lieutenant in the Honourable Artillery Company. Miss Attlee was twenty-one last April. The young couple first met at a Christmas party last year.

CHIEF BECOMES A "PLOUGHMAN": Watched by other chiefs, Paramount Chief Francis Kposowa, of Sierra Leone, puts a tractor through its paces during a visit to a factory at Meltham, Yorkshire. Chief Kposowa is dressed in a pale-blue robe with red stripes. The Chief, aged fifty, is keenly interested in agriculture (his chiefdom is a large rice-producing area) and he was delighted at the opportunity of driving a tractor capable of ploughing or harrowing four acres a day. He told officials at the Meltham factory: "In my country it would take two days for men to handle one acre of land." The chiefs are on a six-week visit to Britain.

THE FESTIVAL OF BRITAIN SHIP "CAMPANIA" ARRIVES AT GLASGOW, HER LAST PORT OF CALL AS THE TRAVELLING EXHIBITION SHIP: The Glasgow Corporation Transport Pipe Band plays a welcome to the *Campania* as she sails up the Clyde to her berth at Springfield Quay. The Exhibition was opened to the public by the Lord Provost, Sir Victor Warren. In his speech Sir Victor said that as Glasgow would always be responsible for a great deal of the tonnage that went down to the seas, it was fitting that the *Campania* should visit this great maritime port. After to-day's closing of the *Campania* the ship will go to Birkenhead, where the Exhibition will be dismantled.

MR. SEAN MacBRIDE AT A TRAFALGAR SQUARE ANTI-PARTITION DEMONSTRATION: Mr. MacBride (second from the left) is a former Minister of External Affairs in Eire's Government. At the recent elections Mr. MacBride's comparatively new party sustained a severe setback. Now that he is out of office he is helping to rebuild the party fortunes.

EUROPEAN PRINCE FLIES WITH BRITISH EUROPEAN AIRWAYS: Prince Alexander of Yugoslavia, a son of Prince Paul, seen at Northolt Airport after he had been issued with his new uniform as a pilot with B.E.A. He will not fly on the air-line services immediately, but following normal procedure will be a second officer under a senior officer until he qualifies as captain. Prince Alexander was born at White Lodge, Richmond, in 1924, and educated at Eton. During the War he served with the Royal Air Force and after training in South Africa received a commission and flew with a Communications Squadron. The Prince is a cousin of ex-King Peter of Yugoslavia and a nephew of the Duchess of Kent.

THE OPENING OF THE MIDDLESEX REGIMENT WAR MEMORIAL HOUSES: The Rt. Hon. Lord Latham inspects a guard of honour on his arrival to open the twenty houses built at Lavender Hill, Enfield, as a memorial to the men of the Middlesex Regiment who lost their lives in the Second World War. Lord Latham, who is Lord Lieutenant of Middlesex, unveiled a memorial plaque. The tenants are all disabled former members of the Middlesex Regiment and they will pay nominal rents of 5s. a week plus rates. This practical form of war memorial is the result of an appeal launched by Lord Latham and Colonel Maurice Browne, M.C., Colonel of the Middlesex Regiment, together with the Mayors and chairmen of the twenty-six councils of the county.

THE GREAT DAM AT MULLARDOCH, IN GLEN CANNICH, INVERNESS-SHIRE: The dam is being constructed for the Glen Affric scheme of the North of Scotland Hydro-Electric Board. It is 120 ft. high and 2,385 ft. long. It will raise the level of Loch Mullardoch by 113 ft. A tunnel over three miles long will carry the water from the loch through the hills into Loch Beneveian, where a smaller dam has been built. The Glen Affric scheme is part of the elaborate plan to bring new prosperity to the hard-hit crofter counties. At the recent Pitlochry conference of the Town and Country Planning Association (Scottish Section), Mr. W. D. D. Fenton, secretary of the North of Scotland Hydro-Electric Board, declared that various estimates had been made from time to time of the amount of potential power from water in the Highlands area, and up to 10,000,000,000 units per annum was now thought to be possible. He complained that planning procedure had tended to slow up hydro-electric developments.

MANY WATERS

THE GREAT GLEN AFFRIC POWER SCHEME, AND THE NEW RESERVOIR IN N.-E. LONDON

THE NORTH OF SCOTLAND HYDRO-ELECTRIC BOARD'S DAM IN GLEN AFFRIC: Work in progress on the great concrete barrier across the Inverness-shire glen. In 1946 Mr. Tom Johnston, chairman of the North of Scotland Hydro-Electric Board, declared that the beauty of Glen Affric would not be affected in any way by the new power scheme which will help to provide much needed power for local consumers, for Aberdeen and Inverness Town Councils, for large industrial concerns, and for the grid. Every effort has been made by the Board to keep that promise, even to the extent of building an underground power station at Mora.

LONDON'S LATEST RESERVOIR BEGINS TO FILL UP: Water pouring from the four giant inlet pipes into the new reservoir at South Chingford, which has been built at a cost of £2,334,000 and will hold 3,400,000,000 gallons. It was opened at the beginning of the month by Mr. William H. Girling, chairman of the Metropolitan Water Board. The basin of the new reservoir measures 2,520 yards, and is graduated from a width of 980 yards at the north end to 390 yards at the south. It occupies a position in the bottom of the valley through which the River Lea originally meandered on its way to the Thames. The sides of the great reservoir are formed of puddle clay supported by an embankment, and the bottom of the reservoir consists of the London clay formation.

TOPPLING TOWERS

The Steeple of a Church in Sweden is Pulled to the Ground, and London's Tallest Chimney is to be Demolished

THE WORK OF THE DEATH-WATCH BEETLE! This 50-ft. steeple on a church at Torekov, in South Sweden, had decayed and had been eaten through by the destructive death-watch beetle. Local inhabitants had been afraid that it would fall on its own account, but workmen, attaching ropes to its top, pulled it to the ground.

WORKMEN BREAK UP THE STEEPLE OF A CHURCH IN SWEDEN : The ravages of insects had made it dangerous and, as seen in the picture on the left, workmen, cutting through the base, pulled it to the ground. The steeple, which was constructed of wood, is to be replaced.

LONDON IS TO LOSE ONE OF ITS TALLEST AND LEAST ATTRACTIVE LANDMARKS : The city's highest chimney, 235 ft. high, at the former factory of Doulton and Company, the famous firm of potters, on the Albert Embankment, is soon to be demolished. Above are two views of the chimney, which, with its adjoining two blocks of buildings, was built in 1876 in a most unusual style. The potters moved from the factory when their lease expired in 1940 and the buildings have since stood derelict. During the war they were badly damaged by the heavy bombing of that part of London. The work of demolition is expected to take a month.

THE FLAGS OF THE ATLANTIC TREATY ORGANISATION'S FOURTEEN MEMBERS FLY ON THE NEW SOUTHERN EUROPE HEADQUARTERS : U.S. marines and Italian *Bersaglieri* present arms during the opening of the new temporary headquarters in Naples. The Italian Government was represented on the occasion by the Deputy Prime Minister, Signor Attilio Piccioni.

DEFENDING WESTERN EUROPE

The Training and Unification of Allied Forces Continues Upon the Continent

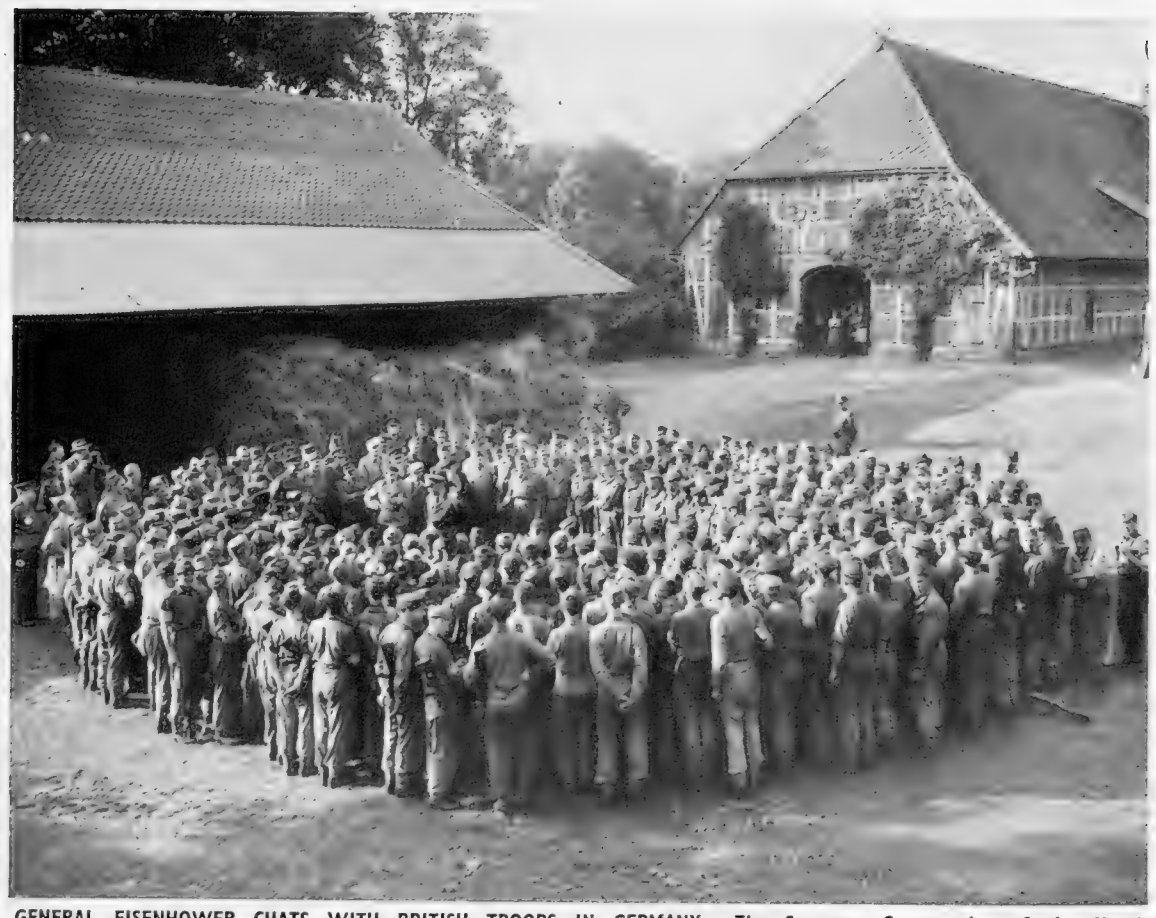
With General Eisenhower as Supreme Commander, the training and unification of forces belonging to the nations of the Atlantic Treaty Organisation is rapidly progressing. General Eisenhower has set up his headquarters at Rocquencourt, about midway between Versailles and St. German-en-Laye, on land presented to the Command by President Auriol. The temporary headquarters of the Southern Europe Command have now been opened at Naples and at the other end of Europe there is a Northern Command with naval headquarters at Oslo. In Germany British and Allied forces have lately been engaged in one of the most extensive manœuvres in Europe since the end of the war. The recent air display at Farnborough has demonstrated the rapid strides Britain has taken in the development of jet aircraft and that Allied air forces can soon expect to be equipped by aircraft at least equal to any in the world. The defence of Western Europe is indeed rapidly integrating and improving, but, as General Eisenhower has said, the Western World cannot feel really sure of its defence until 1953.

THE ITALIAN DEPUTY PRIME MINISTER AT THE OPENING OF THE TEMPORARY HEADQUARTERS OF SOUTHERN EUROPE COMMAND : Signor Piccioni (left centre) walks with Admiral Garney, Commander of the Allied Forces in Southern Europe, to the dedication ceremony.

GENERAL EISENHOWER INSPECTS TROOPS OF THE BLACK WATCH IN NORTHERN GERMANY : During his three-day tour, when he inspected units of the seven nations taking part in Exercise "Counterthrust," General Eisenhower said : "Most of us are rather sick of war. We now meet in a new venture to sustain free peace, not a regimented peace."

EXERCISE "COUNTERTHRUST" TAKES PLACE IN GERMANY : These are men of the first Belgian Brigade about to launch a counter-attack during the mock battles between Redland and Blueland in the British Zone.

INFANTRY STAGE A COUNTER-ATTACK DURING THE RECENT ALLIED MANŒUVRES IN GERMANY : The exercise, in which the R.A.F. co-operated, included the simulated drop of parachutists and the engagement of armour.



GENERAL EISENHOWER CHATS WITH BRITISH TROOPS IN GERMANY: The Supreme Commander of the North Atlantic Treaty forces (in the centre of the group) and some of the British troops who were acting as Redland aggressors in Exercise "Counterthrust," the biggest manœuvres held in Germany since the war.

UNDAY IN WALSRODE, GERMANY, AS UNITS OF THE 7TH ARMOURED DIVISION, "THE DESERT RATS," TAKE UP POSITIONS IN ONE OF THE TOWN'S COBBLED STREETS: These big tanks were taking part in Exercise "Counterthrust." The forces of Redland, whose international border with Blueland followed roughly a line between Bremen and Hamburg, consisted of a British infantry division with Allied contingents from the U.S., French and Danish armies, supported by a group of the R.A.F.

DISASTER ON LAND AND IN THE AIR

An Australian Train Crash and Two American Air Accidents

There were many miraculous escapes when two express trains, one stationary and the other travelling at a moderate speed, crashed head-on at Serviceton Station, just inside the Victoria border of Australia. The conductor on the stationary train was shaving in the mail-van immediately behind the locomotives, when a mass of wreckage hurtled through the end of the van. It smashed the mirror, knocked the shaving-brush from his hand, and finished up an inch from his face. The trains carried some 600 passengers. At the time of the accident, in the early hours of the morning, most of them were fast asleep. Many of them were cut and bruised when the two trains, totalling 1,150 tons, crashed together, but not one of them was killed or seriously injured. The trains would normally have passed each other at Diapur, about 28 miles on the Victoria side of Serviceton. The Melbourne-bound train was behind schedule and was standing at the Serviceton platform. Three signals should have held the oncoming Adelaide express, and a policeman who investigated immediately after the accident said that they were set against the train.

AN AERIAL VIEW OF THE SCENE AFTER A HEAD-ON CRASH BETWEEN TWO AUSTRALIAN EXPRESS TRAINS : Only one man—a fireman on one of the locomotives—was killed. Other members of the crews jumped to safety and of the 600 passengers none received more than slight injuries.

CHILDREN GAZE AT THE MANGLED LOCOMOTIVES AFTER THE AUSTRALIAN TRAIN ACCIDENT : There were two locomotives on each of the two trains. One of them caught fire and blazing oil surrounded the others. The accident occurred in thick fog early in the morning just inside the Victoria border. The Adelaide-bound express crashed headlong into a Melbourne-bound express standing at a station platform.

COASTGUARDS IN AMERICA EXAMINE THE REMAINS OF A GIANT OF THE AIR : The wreckage is of a stratocruiser which crashed near Redwood, California, while on a training flight. Three men on board the aircraft—two of them senior captains—are missing and are presumed dead.

A STURDY LITTLE FIGHTER IS TORN IN TWO IN A SPECTACULAR ACCIDENT ON AN AMERICAN AIRCRAFT-CARRIER : The pilot of this Hellcat F 6 F fighter, on board the aircraft-carrier U.S.S. *Princeton*, was anticipating a signal authorising him to take off when he was given a signal to cut his motor. The plane hit the deck at an angle and engaged an arresting wire so violently that it broke the machine in two. The front half crashed through three barriers before it halted.

FOOTNOTES TO THE FOOTLIGHTS

A Tribute to "C.B."; Tallulah Bankhead in *The Big Show*; A "trailer" in a Theatre; The Oliviers Give a Party

MR. COCHRAN'S YOUNG LADIES PAY TRIBUTE TO "C.B." : *Right*—Anna Neagle, herself a former "young lady," with Sir Alan Herbert, after she had unveiled the bust by Peter Lambda of the late Sir Charles Cochran, which now stands in the foyer of the Adelphi Theatre, scene of many of his successes, and his favourite theatre. *Left*—Some of the sixty-four "Young Ladies" who attended the ceremony last week. Third from the left in the first standing row is Jessie Mathews (wearing a bird-of-paradise hat); on her left is Anna Neagle, and next Florence Desmond in a white hat. Sir Alan Herbert said in his speech that "C.B." was a great creative artist as well as a great showman, as was proved by his production of *La Belle Hélène* at the Adelphi Theatre some years before the war.

"THE BIG SHOW" : Beatrice Lillie, Tallulah Bankhead, and Jack Buchanan prepare for the much-publicised radio programme, the American version of which has an enormous following. It was broadcast from the stage of the London Palladium Theatre.

THE RETURN OF TALLULAH : The legendary, husky-voiced star, who now earns the title of the First Lady of U.S. Radio, attends a last-minute conference before the broadcast of *The Big Show*. Tallulah Bankhead sits in the right foreground of this picture. Next to her is Beatrice Lillie and at the top of the table is Fred Allen (wearing glasses). On his right are Portland Hoppa and, facing camera, George Sanders. On Miss Bankhead's left are Michael Howard and the American producer, Del Engelbach. *The Big Show* is American radio's highly successful reply to the increasing popularity of television. It centres round the exotic personality of Tallulah Bankhead, whose wisecracks, produced in the famous husky voice, are often aimed at the guest stars who support her. For the broadcast from the London Palladium these "star stooges" included Beatrice Lillie, Jack Buchanan, Michael Howard, Robb Wilton, George Sanders and Vera Lynn. The programme lasted for an hour and a half. The show went far to live up to its reputation, but was marred by an over-sentimental poem dedicated to the *Jervis Bay*.

A "TRAILER" IN A THEATRE : The enterprising Leatherhead Repertory Theatre gives its audiences a taste of the next week's production by means of a tape recording machine. In the above picture Michael Allinson, Rosemary Webster and Anna Churcher are recording an extract from *The Glass Menagerie* which was later played back to the audience during the interval, as a sample of the following week's production. For once the theatre has taken something from the cinema, albeit in the field of publicity, in the use for the first time of a recording machine to whet the audience's appetite for the next show. The Leatherhead Theatre Club is an offshoot of the Under-Thirty Theatre Group which was formed in 1947 to present young artists in new plays. Claire Bloom, who left London last week for Hollywood to play opposite Charlie Chaplin in his next film, was an early discovery of the Under Thirties.

A THEATRICAL PARTY ON THE THAMES : Sir Laurence Olivier is piped aboard a water-bus at Lambeth Pier by bearded stage designer Roger Furse for the party which he and Lady Olivier gave for the cast of the St. James's Theatre productions of *Cæsar and Cleopatra* and *Antony and Cleopatra*. The 100 guests at the "floating party" included stage hands, electricians, dressers and the entire company which had been connected with the plays which ended their "capacity" run last Saturday.

The World of Books—By VERNON FANE

CASTLEREAGH'S GIFT FOR POLITICS

A Semi-neglected Figure in the Realm of Biography Receives Sympathetic Treatment

BY the publication of CASTLEREAGH (Collins. 21s.), by Ione Leigh, we are reminded that Napoleon, Wellington and Castlereagh were all born in 1769 and that the last-named has been most neglected by the biographers. In spite of the valiant efforts of Miss Leigh to represent him as Napoleon's most formidable enemy and the real architect of the defeat of the French, the assumption remains that his fellow-Irishman, Wellington, played the decisive part, although it must be remarked that it was Castlereagh who secured the appointment of Wellesley against formidable political odds.

But that was all in character, because the greater the odds the happier the politician in Castlereagh appeared to be in meeting them. Cold, arrogant, efficient, a brilliant administrator but a bad orator, he had a streak of ruthlessness and cruelty. He proved to be more than a match for friends and foes alike in an age when only unscrupulousness could ensure survival in politics. Next to Cromwell's, his name is the most bitterly reviled in the troubled chronicles of Irish history. He forced the monstrous Act of Union upon his suffering country and laid the foundations of a century-and-a-half of terrible strife; the echoes of which exist to-day.

He had all the Irishman's gift for politics in its most treacherous and ruthless manifestations: an excellent prototype for Tammany. As such he could prove more than a match for Metternich and Talleyrand. Miss Leigh implants a patina of charm and even of humanity upon her portrait, but in spite of her efforts, the violent outcries of Shelley and Byron still ring with the indignation of righteousness.

IN ALFRED THE KING (Faber. 15s.), Mr. Patry Williams has a subject of nobler proportions, and we find, from the tangle of sanguinary strife which spelled the politics of those far-off days, the portrait of the first great English statesman emerges. Alfred inherited what appeared to be the almost hopeless task of containing a ruthless, efficient and cruel enemy who encompassed him on every side. He also had to contend with ill-health as well as with the weaknesses within his own people. "He set England on the path of wisdom and faith, and laid the foundations of her greatness." This is a warm, human biography and in every way worthy of its magnificent subject.

When a distinguished anthropologist turns from a study of the Stone Age culture of the Melanesians to the streamlined and apparently sophisticated purlieus of Hollywood we are entitled to expect some interesting and even entertaining results. Dr. Hortense Powdermaker (Ph.D. Lond.) tersely entitles her book HOLLYWOOD (Secker and Warburg. 18s.). It is true that she dubs in the sub-title "The Dream Factory," but she proceeds to analyse the process of manufacture of those dreams with all the ruthlessness of a Freudian probing the more human variety.

Her first and most impressive discovery is that Hollywood is unique. Without the film industry it would not exist, and there is nothing else like it in the world. What she calls the motivating forces are money, power and sex, in that order. "A characteristic of power in Hollywood is seen in the prevailing attitude toward people as property. Every individual has his price and this attitude exists straight down the line from top executive to least important employee. Everyone is a piece of property with a specific price, for whom negotiations are carried on through an agent." She goes on to say that human relations "smack more of mediæval power relations between lord and serf than of employer and employee in the modern world of industry." Consequently, the fight goes on for higher and higher salaries "which they seem to regard as sufficient compensation for servile and undignified conditions of work."

Here is a trained scientific mind examining what is possibly the most fantastic phenomenon of our age. It is all highly entertaining—especially the chapters on the Stars, and not excluding those on sex.

Mr. Howard Spring has cut himself an enormous slice of rich plum cake and left it to the reader to digest it. The plan of his new novel, which is close on 600 pages long, is a résumé of the social history of England during the last 100 years, as seen through the eyes of a woman whose single talent is longevity. THE HOUSES IN BETWEEN (Collins. 15s.) tells the story of Sarah Rainborough, her friends, her descendants and their descendants, and all the ramifications of their not particularly happy lives. It also tells, as much as any one novel can without choking on the multitude of facts and information, the story of the changes in the English social strata between the day when little Sarah, on her third birthday, visits Crystal Palace with her parents, to the day when, surviving all the London blitzes, she dies just short of her hundredth birthday in the peace of Cornwall.

THE LATE MR. J. E. BEWSHER: For more than fifty years associated with publications in the Illustrated Newspapers Group, Mr. J. E. Bewsher, for many years the Advertisement Manager of THE SPHERE, has died at Totteridge, near Barnet. Mr. Bewsher, who retired in July 1949, went to *The Graphic* and the old *Daily Graphic* office in 1898. In 1907, at the invitation of Mr. George King, the Advertisement Director, he joined THE SPHERE Advertisement Department. Following Mr. King's death in July 1922, he was given control of the advertisement side of the paper as Advertisement Manager. Subsequently *The Graphic* was incorporated with THE SPHERE and Mr. Bewsher was associated with the joint publication.

WORLD SO WIDE (Heinemann. 12s. 6d.) is the last novel that Sinclair Lewis wrote, but it has no lack of vitality in itself and only reminds one what a considerable, richly talented and vigorous writer was lost to us by his death this year. Mr. Lewis took a young fellow-American as his hero, killed off his nagging wife in a car smash, and sent him to explore Europe in a year's rest from his business as architect. England and France are seen fleetingly before he settles down for a winter in Florence, willing to forget his Colorado, small-town background for a little while and explore the beauties and the intellectual treasures of the old world. Because he is intelligent, educated and eager, he finds much to satisfy his eyes and his mind. Because he is more than personable, he is soon involved in an unfortunate love-affair, from which he is only rescued by one of those talkative little characters with good hearts, good figures and a fever for self-expression in which this author could always specialise with such charm. This novel of his is more than entertaining: it is revealing, not only of his own magnificent good sense (you will remember the husband and wife in *Main Street*), but of his powers as a story-teller and as an inspired student of human nature.

I think that Mr. Lewis would have been proud of Mr. J. D. Salinger as a colleague and as a compatriot, although the style and manner of their work is so very different. THE CATCHER IN THE RYE (Hamish Hamilton. 10s. 6d.), for instance, which is a first novel, deals with an American boy, still in his adolescence, who has been sacked from one school for indolence, and leaves another on his own terms. The whole book consists of a recital in the boy's own idiom of a few days during which he runs away from school, takes a train to New York, spends a little while at an hotel, sees his little sister, to whom he is devoted, decides to run away to the West, gets a bad chill, and finally decides to go home. Not much, in terms of action, but in terms of thought, everything.

TAPS, COLONEL ROBERTS (Jarrolds. 9s. 6d.), by Mr. Henry Gibbs, is a more conventional novel, based on the life of a professional soldier who is consistently unlucky in his private life although distinguished in his military career, and who ends his days in a street in St. John's Wood, beaten up by a couple of boy bandits. The principal value of this novel, and its chief attraction, too, lies in the faithful reconstruction of old times and in facts rather than figures, for with one exception the characters remain rather wooden. It has a nostalgic charm, however, and is as readable as a pre-war menu.

Of this week's detective stories and thrillers the oddest is certainly STARRY-EYED CHIPMONK (Gollancz. 9s. 6d.) which, painstaking as I have been in my study of transatlantic vernacular, contains points which still puzzle me. Mr. Sturges Mason Schley is a new name, and there is no doubt that he already knows many of the tricks of the trade, can build up suspense and pile up suspects with the best of them, and confuse the issue with great assurance. It is just that, occasionally, I found his display of pyrotechnics not so much dazzling as dazing, and will look forward to reading a second effort only if it is more subdued or if I am equipped with adequate polaroid glasses.

PORTRAIT IN SMOKE (Reinhardt and Evans. 9s. 6d.) is a good deal less flashy and a good deal better fun. Mr. Bill S. Ballinger has used the device, which is sometimes tiresome but here succeeds brilliantly, of building up a character chapter by chapter from the flimsy start of a line or two and a blurred photograph in a newspaper cutting. He does it well and brings his voyage of discovery to an end that seems right and inevitable on consideration, but which has all the effect of shock tactics on first reading. American, but not aggressively so.

IN THE STEPS OF DOSTOIEVSKY

The Story of "A World Apart."

Feodor Dostoievsky, who was exiled to Siberia for alleged revolutionary plotting, living for four terrible years "like a man buried alive, nailed down in his coffin," described in his book, *The House of the Dead*, the world apart, with its own laws, manners and customs, which he endured in exile; and now Gustav Herling, a young Pole who fell into Russian hands in March 1940, appropriately enough takes the title A WORLD APART for an account of his own dread experiences (published by Heinemann at 16s.). The greater part of the book deals with what Herling saw and suffered in a labour camp near Archangel. The soul-destroying degradation of it all is clear on every page. It belongs to the tragically familiar pattern which has emerged from numerous other books since the war, but it is distinguished by the simplicity and sincerity of its writing, its undeviating presentation of grim and terrible facts about these camps where men and women did not count the days until their release, because there was no faith in the limit of duration of any sentence, or often enough because there was no sentence at all. Bertrand Russell, in writing an introduction to Mr. Herling's book, hopes that "it will arouse in its readers not useless vindictiveness, but a vast compassion for the petty criminals, almost as much for their victims, and a determination to understand and eliminate the springs of cruelty in human nature that has become distorted by bad social systems." *A World Apart* may above all arouse among British readers a disturbing sense of the true magnitude of the nation's escape in 1939-45. But for the fortune of war the mass degradation of Europe's teeming camps would beyond doubt have fallen to our lot; the young men of England would have become hewers of wood and drawers of water. Whether under German or Russian surveillance it seems to make little difference; man against this vile background, with no faith and little hope is reduced to a mere bundle of flesh and bones.

And now we go from grave to gay, and from one world apart to another. In EDWARDIAN THEATRE (Arthur Barker. 21s.) A. E. Wilson covers one of the most interesting phases in the history of the English stage, the heyday of Hawtrey, Cyril Maude, and Ellen Terry, of Pinero, Henry Arthur Jones, and Sutro, which saw the rise of Shaw, Barrie, Galsworthy, and Maugham, and witnessed the famous Vedrenne-Barker management of the Court Theatre. Mr. Wilson writes with fond intimacy of the plays and the people who figured in this glittering period.

First published in 1934 and now reprinted is Charles Williams's JAMES I (Arthur Barker. 10s. 6d.), a biography that has been long out of print. Its author died in 1945, a sad loss to literature because, beyond doubt, his maturity would have brought forth much work of importance. Dorothy Sayers writes the introduction to this new edition.

A volume of noble but unmanageable proportions, rather pompously dedicated to his Grace the Duke of Norfolk, K.G., the hereditary Earl Marshal of England, and obviously designed to be in keeping with the impressive nature of its contents, is Ifan Kyrle Fletcher's SPLENDID OCCASIONS IN ENGLISH HISTORY (Cassell and Company. 63s.). Starting with the Field of the Cloth of Gold, that prodigious outlay of skill, wealth and taste which marked the meeting of two pleasure-loving monarchs, and continuing through the Tudor and Stuart periods to modern times, the author has produced a memorable series of reports, written in a journalistic manner, and with strict observance of historical fact. His account of the coronation of George IV is a most lively piece of reporting, particularly as regards the ravenous peeresses who apparently sat for seventeen hours, without a bite to eat, watching from the gallery the orgies of the Coronation banquet. It seems that they received even more scurvy treatment than did George's luckless, unwanted Consort, who at least had the good luck not to be present at Westminster Hall, having been turned away earlier at the Abbey door. Contemporary coloured prints and drawings adorn the text throughout, and these are particularly effective in the chapters on the funerals of Nelson and Wellington, those two sombre occasions when Britain mourned her heroes with dirges and crepe, and the mighty funeral cars lumbered through the heart of the metropolis. There is also a whole chapter on the Great Exhibition of 1851, and finally a brief record of the wedding of Prince Philip and Princess Elizabeth, Duke and Duchess of Edinburgh. In many ways this is an excellent volume; but the librarian, faced with the problem of where to stow such a cumbersome production, may have his own views about it.

Elizabeth Rothenstein has had an original idea and carried it out to perfection in her anthology of paintings and poems, THE VIRGIN AND THE CHILD (Collins. 12s. 6d.). She has selected a series of pictures, all masterpieces but none spoilt by over-familiarity, and by means of them tells the story of the Nativity. Each picture is accompanied by one or more passages of poetry which exactly catch the spirit of the painter's work. Text and illustrations seem to take fire from each other, illuminating this favourite subject of all European art.

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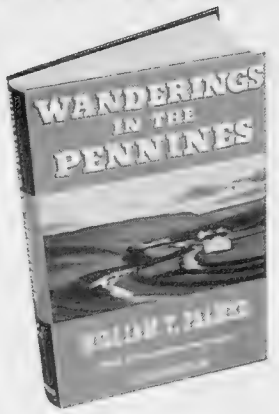

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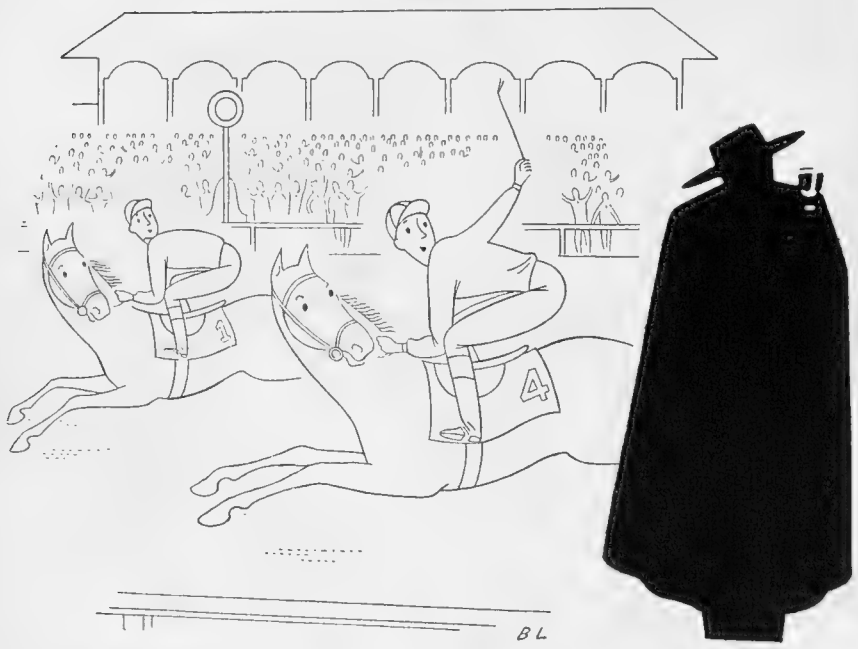

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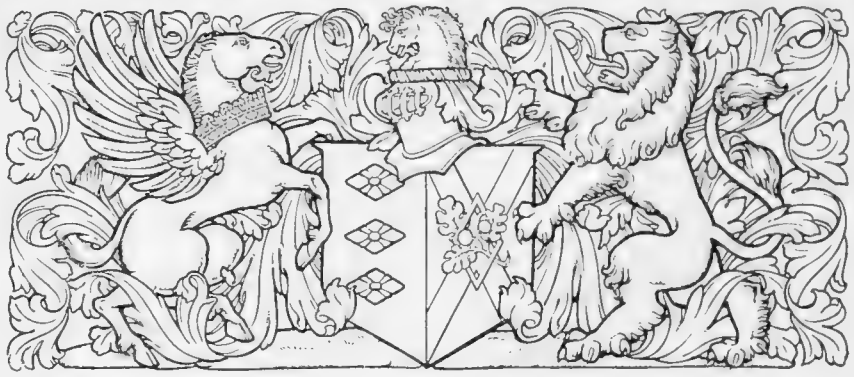

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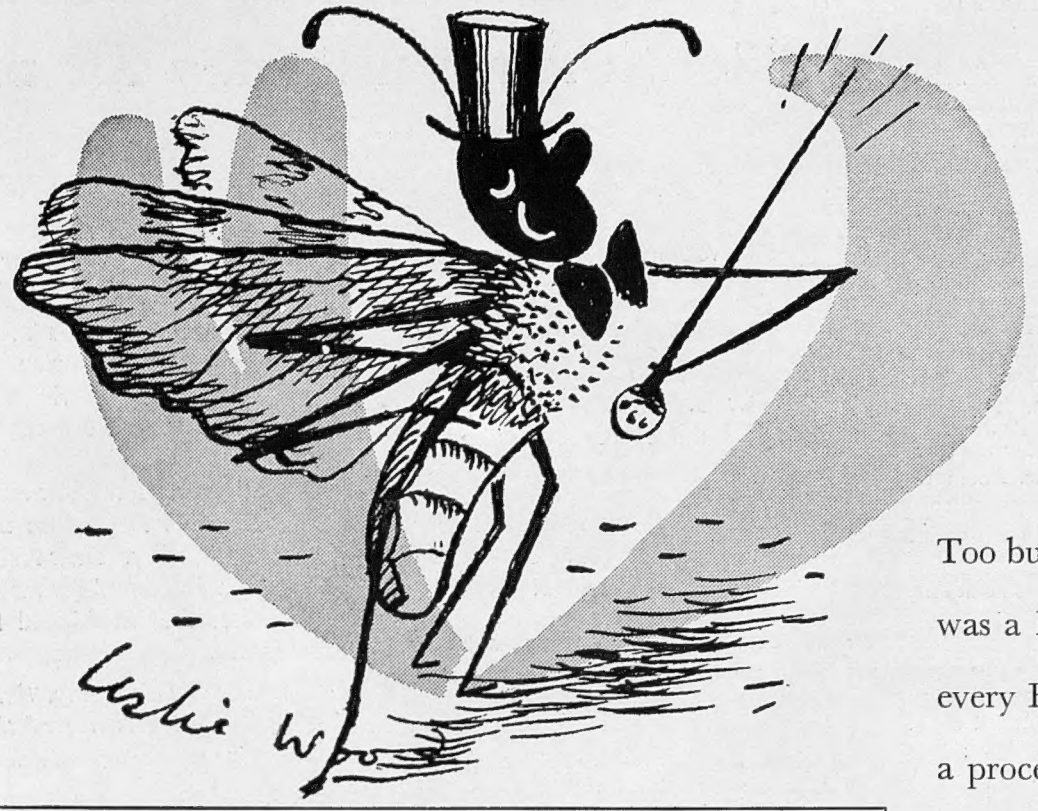

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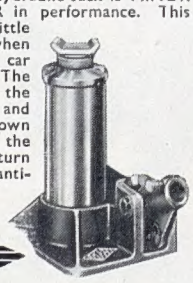

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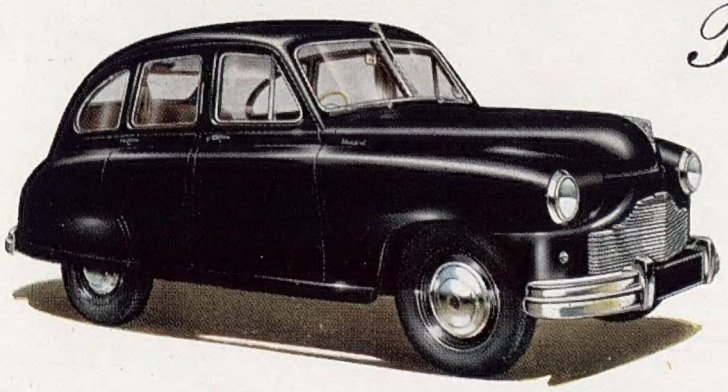

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